



TOWN COUNCIL MEETING **August 18, 2022 at 7:00 PM**

950 Senoia Road, Tyrone, GA 30290

Eric Dial, Mayor

Gloria Furr, Mayor Pro Tem, Post 4

Linda Howard, Post 1

Melissa Hill, Post 2

Billy Campbell, Post 3

Brandon Perkins, Town Manager

Dee Baker, Town Clerk

Dennis Davenport, Town Attorney

I. CALL TO ORDER

II. INVOCATION

III. PLEDGE OF ALLEGIANCE

IV. PUBLIC COMMENTS: *The first public comment period is reserved for non-agenda items. Comments are limited to three (3) minutes. Please state your name & address. Comments that require a response may not be answered during this time. The Council or staff may respond at a later date.*

V. APPROVAL OF AGENDA

VI. CONSENT AGENDA: *All matters listed under this item are considered to be routine by the Town Council and will be enacted by one motion. There will not be separate discussion of these items. If discussion is desired, that item will be removed from the consent agenda and will be considered separately.*

1. Approval of Council minutes from August 4, 2022, and August 10, 2022.
2. Approval to surplus concrete pavers and donate them to the Tyrone Community Garden.
3. Approval to hire Kate Chambers as the Children & Youth Services Librarian.

VII. PRESENTATIONS

VIII. PUBLIC HEARINGS

4. Consideration to hear a revision of a development plan as part of the Light Industrial (M1) Planned Industrial Park (PIP) overlay of parcel 0726-068 from applicant East Group Properties LP on behalf of the owner, Hobgood Family, LP. **Phillip Trocquet, Community Development**

IX. OLD BUSINESS

5. Consideration to adopt the 2022 Millage Rate.

X. NEW BUSINESS

6. Consideration to Award the 2022 Sidewalk Repairs Millbrook Village, Dublin Downs, and Berry Hill project number PW-2022-10, to the A Abby Group. ***Scott Langford, Town Engineer / Public Works Director***

XI. PUBLIC COMMENTS: *The second public comment period is for any issue. Comments are limited to three (3) minutes. Please state your name & address. Comments that require a response may not be answered during this time. The Council or staff may respond at a later date.*

XII. STAFF COMMENTS

XIII. COUNCIL COMMENTS

XIV. EXECUTIVE SESSION

XV. ADJOURNMENT

TYRONE TOWN COUNCIL MEETING

Section VI, Item 1.

MINUTES

August 04, 2022 at 7:00 PM

Eric Dial, Mayor

Gloria Furr, Mayor Pro Tem, Post 4

Linda Howard, Post 1

Melissa Hill, Post 2

Billy Campbell, Post 3

Brandon Perkins, Town Manager

Dee Baker, Town Clerk

Dennis Davenport, Town Attorney

Also present was:

Sandy Beach, Finance Manager

Tracy Young, Fayette County Development Authority

I. CALL TO ORDER

II. INVOCATION

III. PLEDGE OF ALLEGIANCE

IV. PUBLIC COMMENTS:

The first public comment period is reserved for non-agenda items. Comments are limited to three (3) minutes. Please state your name & address. Comments that require a response may not be answered during this time. The Council or staff may respond at a later date.

Tyrone's Fayette County Development Authority's (FCDA) representative, Mr. Tracy Young thanked the police officers for recovering a stolen car from his neighborhood. He added that their street was vandalized and the officers went above and beyond by knocking on doors to gather more information. He stated that the perpetrator was caught thanks to their hard work.

Mr. Young also wanted to inform Council that a large article came out in the Citizen newspaper that day which indicated that the FCDA landed a big project for a data center. He asked them to read the article and he informed them that he would be reaching out to each Council member to give more details about the project.

V. APPROVAL OF AGENDA

A motion was made to approve the agenda.

Motion made by Council Member Furr, Seconded by Council Member Campbell.

Voting Yea: Council Member Howard, Council Member Hill

VI. CONSENT AGENDA:

All matters listed under this item are considered to be routine by the Town Council and will be enacted by one motion. There will not be separate discussion of these items. If discussion is desired, that item will be removed from the consent agenda and will be considered separately.

1. Approval of Council minutes from July 21, 2022
2. Approval of an Eagle Scout Project – Creating wooden chairs and a picnic table to be located outside of the library.

A motion was made to approve the consent agenda.

Motion made by Council Member Howard, Seconded by Council Member Hill.
Voting Yea: Council Member Campbell, Council Member Furr

Mayor Dial thanked Eagle Scout, Matthew D’Morais from Peachtree City Troop 175 for his efforts. Mr. D’Morais thanked Mayor and Council from the audience for their permission to move forward.

VII. PRESENTATIONS

VIII. PUBLIC HEARINGS

IX. OLD BUSINESS

X. NEW BUSINESS

3. Consideration to award Transportation Engineering Task Order 7 2022 Senoia Road Speed Study to Pond, Inc.

Mr. Langford informed Council that discussions at a past Council meeting regarding Task Order number 7 of the 2021 Transportation Engineer Service Contract with POND, Inc., were to determine if a reduction in the speed limit along Senoia Road from Crestwood Road to Deport Court was appropriate. He added that the lowering of any speed required a transportation engineering study. POND, Inc. had given staff their scope of work. The study would consider many different items such as the 85 percentiles of the speed of cars, line of sight, driveways and intersections, past crash data, and horizontal and vertical curves. They were asking for approval of the study for a cost not to exceed \$14,049.25.

Council Member Campbell asked if the study separated trucks from cars. Mr. Langford stated that it would be based on counts of vehicles and speed tables, not the type of vehicle. Council Member Campbell shared that cars could stop much quicker than an 80,000-pound truck. Mr. Langford reiterated that the study could consider types of vehicles, however, would be based mostly on conditions and speed tables.

Motion made by Council Member Campbell, Seconded by Council Member Hill.
Voting Yea: Council Member Howard, Council Member Furr.

- XI. PUBLIC COMMENTS:** *The second public comment period is for any issue. Comments are limited to three (3) minutes. Please state your name & address. Comments that require a response may not be answered during this time. The Council or staff may respond at a later date.*

XII. STAFF COMMENTS

Mr. Langford stated that Fayette County reached out to him because they had projects planned in our jurisdiction soon. Partnering with them for our projects would create more work in one contract which meant better pricing. He added that he had 5 miles of crack sealing in the budget for Senoia Road, Spencer Road, Peggy Lane, Depot Court, and Brentwood Road. He stated that the numbers fell within the pavement condition index (PCI). They were collector roads and had scores of 81-90, this would extend the life of the road and would be a preventative measure. He came to Council because some jurisdictions did not care for how the black sealed lines looked on the collector roads. This sealant would seal up to five years. He shared that before he came on board with the town the PCI ratings were around 71, since he took over, the PCI was now around 82. He asked for Council's feedback.

Council Member Campbell asked that if approved, when would the project begin? Mr. Langford stated that it would be the latter part of fall or early spring. Council Member Campbell asked if the project was in the budget. Mr. Langford shared that preventative measures were in the budget. Council Member Hill stated that Brentwood Road was residential. Mr. Langford clarified that the section of Brentwood was commercial from Arrowood Road to Senoia Road.

Mayor Dial thanked Mr. Langford for his work over the years to increase the PCI levels. Council Member Howard asked if the seal would cause black lines. Mr. Langford stated yes, and the sealant would increase the life of the road. Over time there would be one less road a year that would require paving, saving millions of dollars. Mayor Dial shared that his issue was that the Town was trying to achieve a certain amount of aesthetic value downtown. Mr. Langford stated, that the reason he came to them was for feedback. Council Member Furr stated that the seal did look bad. Mr. Langford stated that he would check with the County to see when they desired a decision.

Council Member Campbell asked for a breakdown of where the sealant was needed downtown. Mr. Langford stated that from Valleywood Road to Palmetto Road, the lowest PCI was 81.6 and the highest was 86.5, the normal range being 81-90 PCI.

Mr. Perkins stated that a lot was going on behind the scenes. He had a meeting with Mr. Langford, Ms. Brock, Mr. Trocquet, and Ms. Boullion regarding the Pickleball court design, and reviewed questions from the engineer. Some concerns were about drainage and the design of the system. Staff was diligently working toward a resolution so the project could go out for the bidding process. Pickleball was not as simple as grading and pouring concrete.

Mr. Perkins shared that staff met with engineers and that the Palmetto/Arrowood/Spencer roundabout design was moving forward.

Mr. Perkins informed Council that the Tyrone Road cart path project was still in the property owner acquisition phase and that property owners had their assessments. The legal team was currently working with all property owners.

Mr. Perkins shared that a contracted stormwater crew was inspecting our stormwater easements and taking inventory for maintaining our MS4 certification to assist with budgeting for future repairs. He added that the crew started early and staff received an email from a concerned citizen. Mr. Perkins stated that he sent an email blast to citizens so they would be informed.

Mr. Perkins stated that Friday night was another DDA First Friday event at Shamrock Park highlighting the Double Granite music group. There would also be food trucks and vendors.

Council Member Howard asked to review the Pickleball court design. Mr. Perkins stated that he would send the design to Council.

XIII. COUNCIL COMMENTS

Council Member Howard informed everyone that next Thursday night, at 6:30 pm, at the Tyrone Museum, the Friends of the Museum would hold the first of several meetings to open some very old items. A few items were from the first form of government, the Tyrone Brotherhood. Before Tyrone have a government, the Brotherhood would take care of schools and items such as sidewalks. She invited everyone to attend. She also added that a government had to be formed after that so the Town could obtain lights from Coweta EMC.

Mayor Dial gave a shout-out to Public Works Maintenance Tech I, Cody Kelley. He shared that staff had difficulties finding a mechanic that could repair the Town's bucket truck. Mr. Kelley saved the Town an estimated couple of thousand dollars in repairs as he repaired the truck himself. It was phenomenal that the Town had an employee that brought that kind of value, not to mention the value the other Public Works guys bring. Council Member Campbell added that Mr. Kelley also brought a good attitude.

Council Member Furr asked what could be done about the Solicitors walking the streets. Mr. Perkins stated that they were required to register with the Town, which included a background check. Council Member Furr stated that they were knocking on her door at 9 pm. Mr. Perkins shared that citizens should always call the none emergency number 770-461-HELP when salespeople were dropped off on different streets. They should be able to produce their permits, if not, call that number. She added that he was very pushy and rude.

XIV. EXECUTIVE SESSION

A motion was made to move into Executive Session for one (1) item of threatened litigation.

Motion made by Council Member Furr, Seconded by Council Member Howard.
Voting Yea: Council Member Hill, Council Member Campbell.

A motion was made to reconvene.

Motion made by Council Member Howard, Seconded by Council Member Campbell.
Voting Yea: Council Member Hill, Council Member Furr

XV. ADJOURNMENT

A motion was made to adjourn.

Motion made by Council Member Furr.
Voting Yea: Council Member Howard, Council Member Hill, Council Member Campbell

The meeting adjourned at 7:42 pm.

By: _____
Eric Dial, Mayor

Attest: _____
Dee Baker, Town Clerk

**TYRONE TOWN COUNCIL
MEETING - SPECIAL CALLED
MILLAGE MEETING**

Section VI, Item 1.

**MINUTES
August 10, 2022 at 9:00 AM**

Eric Dial, Mayor

Gloria Furr, Mayor Pro Tem, Post 4

Linda Howard, Post 1

Melissa Hill, Post 2

Billy Campbell, Post 3

Brandon Perkins, Town Manager

Dee Baker, Town Clerk

Dennis Davenport, Town Attorney

Mayor Eric Dial was absent.

I. CALL TO ORDER

Mayor Pro-Tem, Furr called the meeting to order.

II. INVOCATION

III. PLEDGE OF ALLEGIANCE

IV. PUBLIC COMMENTS: *The first public comment period is reserved for non-agenda items. Comments are limited to three (3) minutes. Please state your name & address. Comments that require a response may not be answered during this time. The Council or staff may respond at a later date.*

V. APPROVAL OF AGENDA

A motion was made to approve the agenda.

Motion made by Council Member Campbell, Seconded by Council Member Hill.

Voting Yea: Council Member Howard, Council Member Furr.

VI. CONSENT AGENDA: *All matters listed under this item are considered to be routine by the Town Council and will be enacted by one motion. There will not be separate discussion of these items. If discussion is desired, that item will be removed from the consent agenda and will be considered separately.*

VII. PRESENTATIONS

VIII. PUBLIC HEARINGS

1. 2022 Millage Rate Public Hearing

Mr. Trocquet presented the item and stated that each year in August, the Town calculates its share of property taxes which are used for General Fund expenditures that year. The public hearing was to review the proposed millage rate.

He added that the proposed 2.889 millage rate was estimated to provide revenue for approximately 15% of the budgeted General Fund expenses for the 2022/2023 fiscal year. He shared that staff recommended the Town maintain the 2.3889 millage rate for the 15th year in a row. He stated that property values had increased reflecting an advertisement for a tax increase, although the millage rate had stayed the same. He directed Council to page six which detailed the current property tax digest and the 5-year history table of the levy.

Mayor Pro Tem Furr opened the public hearing for anyone that wished to speak in favor of the item. No one spoke.

Mayor Pro Tem Furr opened the public hearing for anyone that wished to speak in opposition to the item. No one spoke.

IX. OLD BUSINESS

X. NEW BUSINESS

XI. PUBLIC COMMENTS: *The second public comment period is for any issue. Comments are limited to three (3) minutes. Please state your name & address. Comments that require a response may not be answered during this time. The Council or staff may respond at a later date.*

XII. STAFF COMMENTS

Mr. Perkins informed Council that there were two additional public hearings, one on August 16th at 5:00 pm, and on August 18th at 6:30 pm. The vote for adoption would be held at the regular meeting on August 18th at 7:00 pm.

XIII. COUNCIL COMMENTS

XIV. EXECUTIVE SESSION

XV. ADJOURNMENT

A motion was made to adjourn.

Motion made by Council Member Howard, Seconded by Council Member Hill.
Voting Yea: Council Member Campbell, Council Member Furr.

The meeting adjourned at 9:08 am.

By: _____
Eric Dial, Mayor

Attest: _____
Dee Baker, Town Clerk



COUNCIL AGENDA ITEM COVER SHEET

Meeting Type: Council - Regular

Meeting Date: August 18, 2022

Agenda Item Type: Consent Agenda

Staff Contact: Brandon Perkins, Town Manager

STAFF REPORT

AGENDA ITEM:

Approval to surplus concrete pavers and donate them to the Tyrone Community Garden.

BACKGROUND:

The Town has had a number of clay colored concrete pavers stored behind the shed at the Museum building for several years. They are excess materials from a previous park improvement project. Per Mr. Bowman, the Town has no use for these pavers and no future plans for them at this time.

The Town has been approached by citizen Chrischele Madison, who heads up the Tyrone Community Garden on the Tyrone Elementary School property, about having the pavers donated to that program so that they can update their garden beds. They have a goal this fall to grow "different types of greens, carrots, radishes, and beets to help those who are struggling with food insecurity."

Staff supports this effort and believes that donating these unused materials is a responsible way to dispose of them.

FUNDING:

Not applicable

STAFF RECOMMENDATION:

Staff recommends approval to surplus all of the unused clay colored pavers behind the storage shed at 881 Senoia Road and donating them to the Tyrone Community Garden Program.

ATTACHMENTS:

None.

PREVIOUS DISCUSSIONS:

None.



COUNCIL AGENDA ITEM COVER SHEET

Meeting Type: Council - Regular

Meeting Date: August 18, 2022

Agenda Item Type: Consent Agenda

Staff Contact: Patty Newland

STAFF REPORT

AGENDA ITEM:

Consideration to hire Kate Chambers for the open position of Children & Youth Services Librarian

BACKGROUND:

Kate will fill the vacancy due to Cindy Ferrill's retirement

FUNDING:

This position has been budgeted

STAFF RECOMMENDATION:

Approval to hire

ATTACHMENTS:

N/A

PREVIOUS DISCUSSIONS:

N/A



PLANNING DATE 07/28/2022
COUNCIL DATE 08/18/2022

P&Z STAFF REPORT

Section VIII, Item 4.

PREPARED BY:

Phillip Trocquet, Asst. Town Manager | Community Development
ptrocquet@tyrone.org | (770) 881-8322

DOCKET/APPLICATION #	APPLICANT	ADDRESS/PARCEL #
RZ-2022-005	East Group Properties	Parcel 0725-014

SUMMARY & HISTORY

Applicant East Group Properties, L.P. has submitted a petition on behalf of the owner, Hobgood Family, L.P. for a revision of development plan rezoning petition for parcel 0725-014. This parcel was rezoned from O-I to M-1 (Light Industrial) PIP (Planned Industrial Park) with a specific development plan for movie media production studios and ancillary businesses in 2017. This property was also associated with DRI 2830 which reviewed both the studio development plan and mixed use development plan for the 43 acre tract to the north.

The applicant's expressed intent is to revise the approved development plan for studios to a development plan for multi-flex light industrial buildings within a planned technology/business park environment. The proposed development also shows the inclusion of a multi-use path along the rear property line for connectivity to northern subdivisions The proposed development plan reflects 5 such buildings ranging from 102,600 s.f. to 178,200 s.f. A Development of Regional Impact analysis, traffic study, rough architectural examples, and visual line of site rendering is included with this development plan.

STAFF & PLANNING COMMISSION DETERMINATION

Staff determines this development plan revision to be generally consistent with the Town's Comp Plan & ordinance. If Planning Commission chooses to recommend approval, staff recommends the following conditions be considered:

- Architectural and landscaping requirements listed in he development plan meet that of Sec. 113-191 (Quality Growth Development District Special Requirements) - specifically finish construction and perimeter berming requirements.
- That all transportation improvement comments from GRTA's DRI determination and the DRI Transportation Analysis within the Town's limits be incorporated with GDOT approval.
- Any proposed structures/impervious surface areas located within designated environmental buffer zones be prioritized for preservation or conservation come time for site plan and land disturbance approval of such areas.

Planning Commission Recommended approval of this petition with staff conditions.



EXISTING ZONING	PROPOSED ZONING	EXISTING LAND USE	SURROUNDING ZONING	SITE IMPROVEMENTS	PROPERTY ACREAGE
M-1 Planned Industrial Park (PIP) Movie Media Productions	M-1 Planned Industrial Park (PIP) Business/Tech. Park	Light Industrial	North: CMU South: C-1 East: E-I & AR West: M-2	Abandoned Homes Barn Agricultural Implements	60.889

COMPREHENSIVE PLAN & FUTURE DEVELOPMENT MAP COMPATABILITY

This petition is generally consistent with the Town's Comprehensive Plan and Future Development strategy. The property lies within the Community Gateway Character area which promotes the development of future medical, entertainment, and other emerging high tech industries as well as business headquarters through high-quality architectural and landscaping standards that protect the scenic nature of the SR-74 corridor. The proposed development plan focuses on incorporating such landscaping, berming, and screening elements listed in the comprehensive plan. Current architectural renderings do not reflect the Town's material requirement, but do highlight high architectural standards. If material requirements are adhered to, staff considers such renderings to meet the standard of the Comprehensive Plan. The lower traffic count of this development compared with previous approvals reflects a lower-intensity transportation impact with fewer access points on SR-74. A cart path constructed to Town Standards has also been reflected in the development plan furthering the goals of the Town's multi-use connectivity goals in the Comp Plan.

ZONING ORDINANCE COMPATABILITY & IMPACT ASSESSMENT

- Will Zoning permit suitable uses with surrounding properties?** The proposed development plan suggests appropriate uses for SR-74 and the Community Gateway Character area and surrounding properties if appropriately screened, buffered, and constructed to the architectural guidelines listed in the ordinance.
- Will Zoning adversely affect adjacent properties?** The proposed development plan has the potential to adversely affect adjacent properties from a traffic perspective, although a traffic study reflecting a lower impact from the previously approved zoning has been submitted. Comment from the Fayette County Board of Education has been acquired with no objection to the proposed development. Appropriate traffic and transportation improvements have been outlined by the Development of Regional Impact (DRI).
- Does the property have reasonable economic use as currently zoned?** It is staff's determination that the property does have reasonable economic use under the current development plan.
- Would the proposed zoning result in a use which will or could be excessively burdensome on existing infrastructure?** Given the traffic capacity of SR-74 and Jenkins Rd, it is staff's opinion that if no traffic improvements are constructed, the development could pose an excessive burden on road infrastructure. If the proposed traffic improvements listed in the DRI are implemented, this would address this issue. The proposed development suggests an average 9,250 GPD sewer and water usage which is not burdensome on the Town's existing sewer or water capacity. Stormwater facilities built to appropriate standards and regulated by a recorded maintenance agreement will be required to ensure feasible impact on the Town's preexisting stormwater infrastructure.

HOBGOOD BUSINESS TECHNOLOGY PARK & STUDIO

60.9 acres, Light Industrial (M-1)

July 28, 2022

Executive Summary:

EastGroup Properties is under contract on 60.9 acres located along the east side of Highway 74 between Sandy Creek Road and Jenkins Road. The subject property is currently zoned M-1 with a Planned Industrial District (PID) overlay. The existing PID places a limitation whereby tenants and end-users shall be related to the movie production industry. EastGroup is pleased to present the following opportunity to the Town of Tyrone and its local businesses to benefit from a 5-building, 738,882 square foot business technology park and studio. Architectural and design elements will be consistent with the Town's standards. We expect to attract mostly smaller tenants (30,000 to 60,000 square feet) in industries such as technology, health care, aviation, movie production, homebuilder showrooms, and others.

With this application, we are requesting a development plan amendment that would allow for a broader range of industries to lease space in the proposed business park. On February 24, 2022 the Planning Commission for the Town of Tyrone unanimously approved this development plan, but it was later requested that a DRI be completed prior to a review by Town Council. In summary, the proposed development plan (i) maintains the property's current M-1 zoning, (ii) is in line with the Town of Tyrone's Comprehensive Land Use Plan, (iii) produces less traffic than the prior development plan (traffic study comparison included herein), and (iv) benefits the Town of Tyrone and its citizens by providing a much-needed business park that will attract and keep companies and their employees in town limits.

Description of Ownership and Zoning:

The property is currently owned by Hobgood Family, LP and is under contract for acquisition by EastGroup Properties. EastGroup Properties, Inc. is a publicly traded (NYSE: EGP) real estate investment trust (REIT) focused on the development, acquisition, and operation of multi-tenant business parks. EastGroup has a regional office in Atlanta and owns 51 million square

feet located across the Sunbelt. As stated above, the subject property is currently zoned M-1 with a Planned Industrial District (PID) overlay district, and the development plan proposed herein maintains the current M-1 zoning.

It is also important to point out that EastGroup Properties is a long-term owner. As a REIT we do not sell properties after developing them like most real estate developers. It is expected that we would own this property for decades, and as such, we become true stakeholders within the communities in which we develop. One outcome of this long-term ownership view is that we invest heavily in quality construction materials, superior architectural standards, and well above code-minimum landscaping.

Proposed Development:

EastGroup proposes to develop on a spec basis (with no preleasing requirements) a business technology park with five (5) buildings totaling 738,882 square feet. The buildings are constructed with tilt-up, cast in place concrete panels that will contain architectural features and attractive paint schemes for visual enhancement. The front elevations will show extensive storefront glass and above-code minimum landscaping in addition to a landscaped berm along Highway 74. Across EastGroup's portfolio, the typical tenant is between 30,000 and 60,000 square feet. The front elevations are single-story with glass across the front of the office and showroom areas. The buildings will be designed with multiple entries since we will typically have multiple tenants per building. The business park will feature a mixture of business types. We expect to serve companies in the following industries: technology, health care, aviation, movie production, homebuilder showrooms, and others. Service courts will be in the rear and will be screened using landscaping. Park and building signage will conform to the Town standards to ensure uniformity.

EastGroup has engaged Eberly & Associates to assist with civil engineering as well as Randall-Paulson Architects to help with the architectural design of the park. EastGroup Properties is committed to ensuring that the project maintains the aesthetic standard which Tyrone's residents demand and deserve. This project's design is an intentional blending of quality and innovative design concepts along with the natural beauty of Tyrone.

Environmental Stewardship:

The overall Project will be developed with substantial green space incorporated into the overall design. The frontage of the property along Jenkins Road and Highway 74 will be meticulously landscaped and bermed to maintain the natural elements and character of the area. Stormwater management ponds and enhanced swales will provide bio- filtration and attenuation of surface runoff. The facilities and surrounding landscape will be designed to incorporate indigenous materials. Energy efficient construction methods will be implemented. Stream buffer impacts will comply with all permitting requirements from the appropriate jurisdictions.

Ingress and Egress:

The Project will have two points of vehicular access on Highway 74, with one being the main entrance that will front Highway 74. A secondary ingress will be fronting Jenkins Road, a minor arterial road.

Parking:

The vehicle circulation and parking plan/layout is based on the engineer's design experience and comparative analysis of permanent parking constructed for similar projects. The project is expected to include approximately 700 parking spaces, which will allow for automotive parking and an additional parking area that will accommodate service trucks as necessary.

Operations:

The business park will consist of a variety of industries. At no time are the operations associated with the park anticipated to cause unnecessary traffic congestion along Jenkins Road or Highway 74. Furthermore, all operations shall strictly comply with all applicable public safety standards and the life safety code, including, but not limited to, building capacity restrictions. All operations will be designed to, and shall comply with, Fayette County and Tyrone ordinances and all other applicable local, state, or federal regulations, and procedures will be in place to ensure a safe and healthy environment for the people working on site. It should be noted that EastGroup met in-person with the

representatives of the Fayette County School Board, who indicated that they were supportive of the proposed development and foresaw no significant conflicts of interest.

Traffic Study:

Kimley-Horn and Associates, Inc., a third-party, professional traffic consultant, studied the proposed development and reported that this project “is expected to generate less daily traffic, and significantly less peak hour traffic” than the previously approved studio plan. The presence of internal traffic circulation, available parking, and staggered arrival and departure times of employees located at the park will act to reduce the traffic impact. Our business parks are one of the lowest traffic generators of any commercial use. The number of cars is typically double the number of service vehicles, and the service vehicles will typically have a high percentage of panel truck (UPS and FedEx) for local deliveries. The chart below compares the traffic study from the 2018 Approved Movie Studio to EastGroup’s proposed development.

Summary of Kimley-Horn's Traffic Study

2018 Approved Movie Studio vs 2022 Proposed Tech Park & Studio

Project Name	Square Feet	Daily Traffic	AM Peak Hour	PM Peak Hour
2018 Approved Movie Studio	462,500	1,240	148	136
2022 EastGroup's Tech Park & Studio	738,882	1,212	114	116
Percent Change in Traffic		-2%	-23%	-15%
Source: Kimley Horn's traffic report and memo dated 1/10/22 for DRI review by Atlanta Regional Commission (ARC)				

TAKEAWAYS:

1. EastGroup’s proposed site plan generates less traffic than the approved movie studio site plan.
2. EastGroup’s proposed site plan creates 23% less AM Peak Hour traffic and 15% less PM Peak Hour traffic than the approved movie studio site plan.
3. Prior to the movie studio, the zoning was Office-Institutional (O-I). An office park of similar size would generate six times the traffic (1,212 daily trips versus 7,394 daily trips).
4. EastGroup’s proposed site plan complies with the long-term comp plan for the Town of Tyrone.

Development of Regional Impact (DRI):

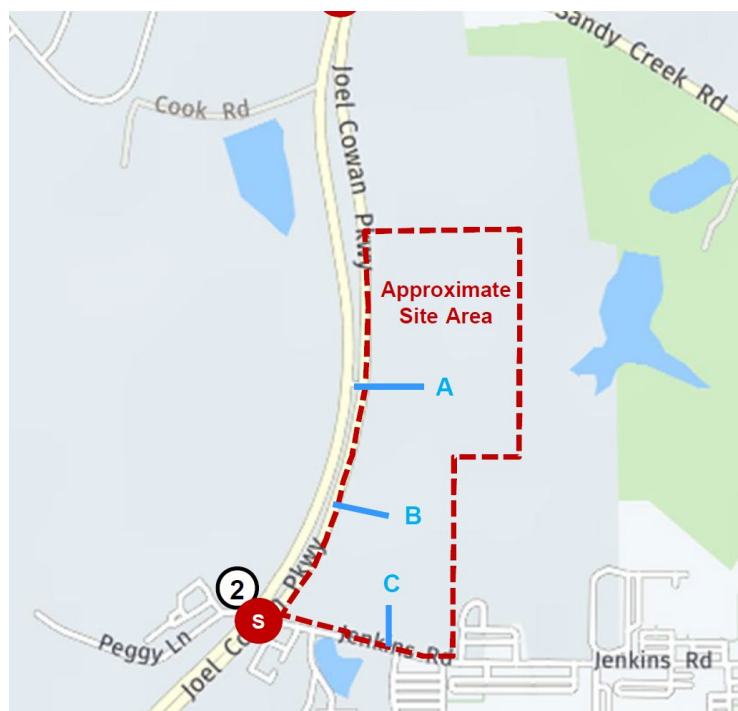
On June 28, 2022 the Georgia Regional Transportation Authority (GRTA) completed its Notice of Decision and **approved the proposed development with the following conditions:**

General Conditions of Approval to GRTA Notice of Decision:

- Pedestrian, Bicycle and Transit Facilities
 - o Provide pedestrian connectivity between all buildings and uses.

Roadway & Site Access Improvement Conditions to GRTA Notice of Decision:

- Joel Cowan Parkway (SR 74) at Site Driveway A
 - o On the site, construct a driveway with one (1) ingress lane entering the site, and one (1) egress lane exiting the site.
- Joel Cowan Parkway (SR 74) at Site Driveway B
 - o On the site, construct a right-in/right-out driveway with one (1) ingress lane entering the site, and one (1) egress lane exiting the site.
 - o Construct one (1) northbound right-turn lane along Joel Cowan Parkway (SR 74) into site driveway B.
- Jenkins Road at Site Driveway C
 - o On the site, construct a driveway with one (1) ingress lane entering the site, and one egress lane exiting the site.



It should be noted that EastGroup Properties is addressing GRTA's conditions with the proposed site plan herein. It is unfortunate that the Atlanta Regional Commission (ARC) mischaracterized the proposed development as a warehouse distribution facility. As described throughout our application, the proposed development is a high-quality business technology park that will comply with and fulfill the Community Gateway goals and requirements.

Demand and Market Overview:

There is currently a significant lack of flex space in the Fayette County submarket to support Fayette's rapidly growing industries. As such, Fayette County's current vacancy rate is below 2% of like kind product. The tenant mix that we consistently see in the Atlanta South market looking for space are 1) film production companies and film support 2) technology companies needing both office and warehouse space under one roof, 3) pharmaceutical companies needing lab, pharmacy, and warehouse space under one roof, 4) aviation companies that would typically locate to Hartsfield, but prefer to be closer to their labor and executive base in Fayette county, and 5) local companies that need the ability to grow their businesses. This development would serve as a local "relief valve" for existing industries in Fayette County that desperately need additional space to expand operations. Currently, if an existing industry in Fayette needs 20,000 to 50,000 square feet, they would have no choice but to expand into a neighboring county.

Proposed Development Schedule:

EastGroup's improvements will be constructed through a process that is generally phased as follows:

Approval Phase: Prepare and submit required documents for local Governmental Authority approvals for the Project, including all permitting and zoning requirements.

Site Grading and Infrastructure Phase: This phase will include site grading, the installation of site utilities, sewer system, and stormwater management system, as well as the construction of the access roads.

Construction Phase: This phase is expected to take place over two years and will consist of constructing the business tech park on a spec basis, meaning there are no preleasing requirements for the development. It should be noted that the Hobgood Family (current owner and seller) maintains its intention to provide for a mixed-use development (to comply with the prior DRI) on its roughly 42-acre site just north of this proposed 60.9 acre development.

Community Impact:

EastGroup's business parks attract tenants in a variety of industries that will create local jobs for the residents of Tyrone in many different industries, including the technology industry, health

care industry, aviation industry, movie/production industry, retail and commercial services, and other professional services. EastGroup will also support the local economy by creating and maintaining jobs through the construction, operation, and maintenance of the 738,882 square foot business park. In total this project is expected to create 2,000 – 3,000 jobs (i.e. construction, tenant employees, supporting businesses, etc.).

Additionally, annual property taxes would help fund local schools, roadways, emergency services, libraries, and other local needs. This project is expected to generate \$7 million in property taxes over a 10-year period with \$1.3 million allocated to the Town of Tyrone. Leasing our facilities to top-tier companies will bring significant economic development, tax revenue, and job creation to the Town of Tyrone.

Tyrone Comprehensive Plan:

The Hobgood Family and EastGroup Properties believe that the proposed 738,882 square foot business tech park and studio development is in conformity with the policy and intent of Comprehensive Land Use Plan for the Town of Tyrone. The property is located within the “Hwy 74 Community Gateway”, which states that M-1 zoning is an “appropriate zoning classification” for the area. The Plan states that the Community Gateway “will be planned with the highest-quality architectural and landscape standards”, which we believe is demonstrated in the numerous photos provided as part of this application. The Plan also describes the Community Gateway as an area regarded as a “prime location for future medical, entertainment, and other emerging high-tech industries”, which fits well with EastGroup’s current portfolio of tenants described in the supplemental materials with this application.



NOTICE OF DECISION

To: Anna Roach, ARC
(via electronic mail) Bob Voyles, GRTA
Dick Anderson, GRTA
Kathryn Zickert, GRTA
Sharon Mason, GRTA
Sonny Deriso, GRTA

To:
(via electronic mail and certified mail) John Coleman
Town of Tyrone, Fayette County, Georgia

From: Heather Aquino, GRTA Interim Executive Director

Copy: Donald Shockey, ARC
(via electronic mail) Chanelle Blaine, Fayette County
Stanford Taylor, GDOT
December Weir, GRTA\ATL
Phillip Trocquet, Town of Tyrone

John Ratliff, East Group
John Coleman, East Group
Wesley Reed, Eberly & Associates
Brian Brumfield, Eberly & Associates
John Walker, Kimley-Horn
Harrison Forder, Kimley-Horn
Rick Lindsey, Lindsey & Lacy, PC

Date: June 28, 2022

**Notice of Decision for
Request for Expedited Review of
DRI # 3628 Highway 74 Business Tech Park**

The purpose of this notice is to inform John Coleman (the Applicant) and the Town of Tyrone, Fayette County, Georgia (the Local Government), the Georgia Regional Transportation Authority (GRTA) Land Development Committee, the Georgia Department of Community Affairs (DCA), the Georgia Department of Transportation (GDOT), and the Atlanta Regional Commission (ARC) of GRTA's decision regarding Development of Regional Impact (DRI) 3628 Highway 74 Business Tech Park (the DRI Plan of Development). GRTA has completed an Expedited Review for the DRI Plan of Development pursuant to Section 4.2.2 of the *GRTA DRI Review Procedures* and has determined that the DRI Plan of Development meets the GRTA review criteria set forth in Section 4.3. The DRI Plan of Development as proposed is **approved subject to conditions**, as provided in Attachment A and subject to the limitations placed on allowable modifications to the DRI Plan of Development, as described in Attachment B.

Subject to the conditions set forth in Attachment A and Attachment B, GRTA will approve the expenditure of state and/or federal funds for providing the Land Transportation Services and Access improvements listed in Section 2 of Attachment C. The need for said approval shall terminate and be of no further force and effect after ten (10) years from the date of this Notice of Decision unless substantial construction of the proposed DRI has been commenced during this ten (year) period.

The notice of decision is based on a review of the applicant's DRI Review Package received by GRTA on June 6, 2022. The review package includes the site development plan (Site Plan) dated June 1, 2022, titled "Highway 74 Business Tech Park" prepared by Eberly and Associates, and the Transportation Study dated June 6, 2022, prepared by Kimley-Horn received by GRTA on June 13, 2022, and the DCA Initial and Additional forms filed on March 23, 2022, and June 1, 2022.

Pursuant to Section 5 of the *GRTA DRI Review Procedures* the Applicant, the GRTA Land Development Committee and the local government have a right to appeal this decision within five (5) Business Days of the date on this letter by filing a Notice of Appeal with the GRTA Land Development Committee. A Notice of Appeal must specify the grounds for the appeal and present any argument or analysis in support of the appeal. For further information regarding the right to appeal, consult Section 5 of the *GRTA DRI Review Procedures*. If GRTA staff receives an appeal, you will receive another notice from GRTA and the Land Development Committee will schedule the appeal hearing according to the timeline established in Section 5.1.2 of the *GRTA DRI Review Procedures*.

Heather Aquino
Interim Executive Director
Georgia Regional Transportation Authority

Attachment A – General Conditions

General Conditions of Approval to GRTA Notice of Decision:

Pedestrian, Bicycle and Transit Facilities

- Provide pedestrian connectivity between all buildings and uses.

Roadway & Site Access Improvement Conditions to GRTA Notice of Decision:

Joel Cowan Parkway (SR 74) at Site Driveway A (Intersection 4)

- On the site, construct a driveway with one (1) ingress lane entering the site, and one (1) egress lane exiting the site.

Joel Cowan Parkway (SR 74) at Site Driveway B (Intersection 5)

- On the site, construct a right-in/right-out driveway with one (1) ingress lane entering the site, and one (1) egress lane exiting the site.
- Construct one (1) northbound right-turn lane along Joel Cowan Parkway (SR 74) into site driveway B.

Jenkins Road at Site Driveway C (Intersection 6)

- On the site, construct a driveway with one (1) ingress lane entering the site, and one egress lane exiting the site.

Attachment B – Required Elements of the DRI Plan of Development

Conditions Related to Altering Site Plan after GRTA Notice of Decision:

The on-site development will be constructed materially (substantially) in accordance with the Site Plan. Changes to the Site Plan will not be considered material or substantial so long as the following conditions are included as part of any changes:

- All “Proposed Conditions of Approval to GRTA Notice of Decision” set forth in Attachment A are provided.

Attachment C – Required Improvements to Serve the DRI

As defined by the *GRTA DRI Review Procedures*, a “Required Improvement means a land transportation service or access improvement which is necessary in order to provide a safe and efficient level of service to residents, employees and visitors of a proposed DRI.”

The Required Improvements in the study network were identified in the Review Package as necessary to bring the level of service up to an applicable standard before the build-out of the proposed project. These requirements are identified in Sections 1 and 2 of this Attachment. Section 1 contains improvements that do not require GRTA approval at this time because they are to be constructed prior to the completion of the DRI Plan of Development. However, GRTA approval shall be required in the event state and/or federal funds are proposed at a later date to be used for any portion of the improvements described in Section 1. Section 2 contains improvements that require GRTA approval prior to the expenditure of state and/or federal funding. Subject to the conditions set forth in Attachment A and Attachment B, GRTA approves the expenditure of state/and or federal funding for the improvements contained in Section 2.

Section 1:

General Conditions of Approval to GRTA Notice of Decision:

Pedestrian, Bicycle and Transit Facilities

- Provide pedestrian connectivity between all buildings and uses.

Roadway & Site Access Improvement Conditions to GRTA Notice of Decision:

Joel Cowan Parkway (SR 74) at Site Driveway A (Intersection 4)

- On the site, construct a driveway with one (1) ingress lane entering the site, and one (1) egress lane exiting the site.

Joel Cowan Parkway (SR 74) at Site Driveway B (Intersection 5)

- On the site, construct a right-in/right-out driveway with one (1) ingress lane entering the site, and one (1) egress lane exiting the site.
- Construct one (1) northbound right-turn lane along Joel Cowan Parkway (SR 74) into site driveway B.

Jenkins Road at Site Driveway C (Intersection 6)

- On the site, construct a driveway with one (1) ingress lane entering the site, and one egress lane exiting the site.

Section 2:

Roadway Improvement Conditions to GRTA Notice of Decision:

Jenkins Road at Ellison Road (Intersection 3)

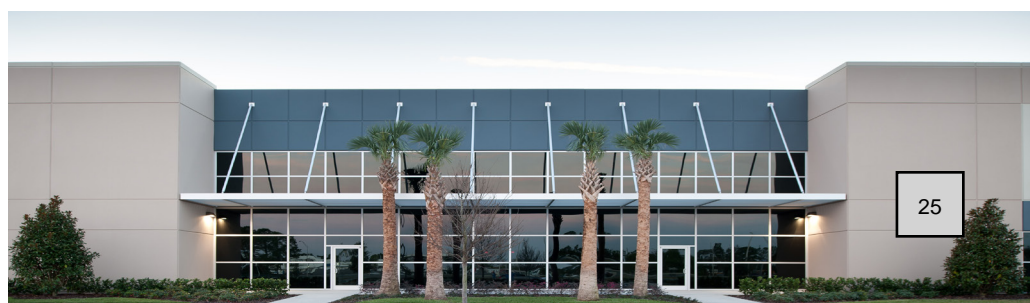
- Install a southbound right-turn lane along Ellison Road.
- Construct a southbound right-turn lane creating one (1) left-turn/through lane and one (1) exclusive right-turn lane along Ellison Road.

EASTGROUP

P R O P E R T I E S



TOWN OF TYRONE BUSINESS TECH PARK & STUDIO



BUILDING DESIGN AND USE

- **Technology Park and Studio**
- **Office areas will range from 10% to 80% of the space**
- **The front elevations are single-story, high-quality office buildings with service courts in the rear**
- **These elevations will have glass across the front for the office and showroom areas**
- **Service courts are screened using landscaping**
- **Buildings will be built on a spec basis so the exact use will be known when space is leased**
- **Buildings are designed with multiple entries for flexibility, allowing us to target smaller tenants**
- **The average tenant size in our national portfolio is 30,000 SF**
- **Low traffic generation compared to other uses**



COMMUNITY IMPACT

- **EastGroup is a long-term owner and will not sell the buildings**
- **Our business parks attract tenants in a variety of industries such as Technology, Studio, Aviation, Bio-Medical, Home Builders and Pharmaceutical fulfillment centers with high paying jobs**
- **The business park will feature quality architectural design with uniform signage and enhanced landscaping**
- **Spaces will include office areas and/or showrooms along the front of the buildings facing Highway 74 and Jenkins Road**
- **Traffic to the park is not all at peak hours which minimizes local congestion**
- **Our business parks support the local economy and labor force by creating and maintaining jobs through construction, operation and maintenance**
- **Leasing our facilities to these types of companies will bring significant economic development, tax revenue, and job creation**
- **EastGroup will work closely with the local Economic Development Authority to bring job opportunities to the local community (projected at 2,000 - 3,000 new jobs)**
- **Annual property taxes would help fund local schools, roadways, emergency services, libraries and other local needs**

EASTGROUP

PROPERTIES

TENANT SNAPSHOT

GEORGIA, FLORIDA AND NORTH CAROLINA

Retail

- Tesla
- Best Buy
- Coca-Cola
- Nike
- Wayfair
- Fanatics

Pharmaceutical / Medical

- Prime Therapeutics
- Walgreens
- Aetna Specialty Pharmacy
- CarePlus Health Plans



Food Service

- Premier Beverage
- The ICEE Company
- Madrona Foods
- Heritage Food
- Propac
- Masipack

Technical Services

- Level 3
- Peak 10
- AT&T Services
- Evolve Media Group
- Toshiba
- UDT

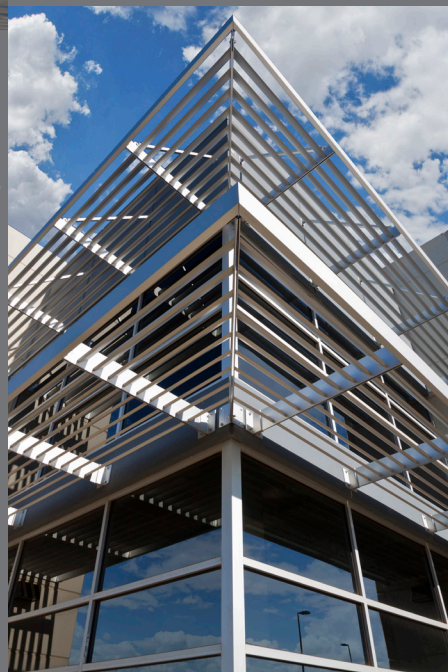


Tradeshow

- Freeman Expositions
- Artistic Entertainment Services
- Skyline Displays
- Hollywood Rentals
- PSAV
- AVmedia

Entertainment

- Universal Studios
- Oceaneering International
- Dynamic Attractions
- Norwegian Cruise Line

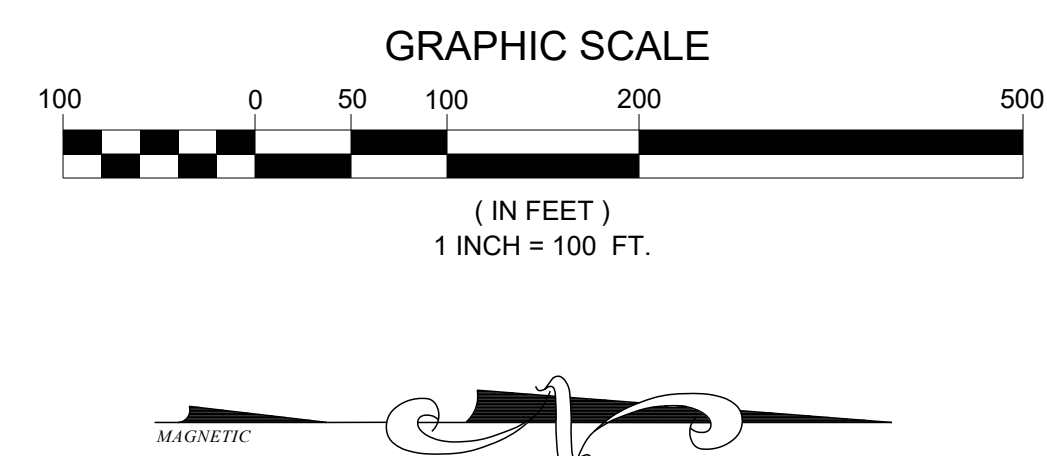


Home Builders

- The Home Depot
- Lowe's
- Toll Brothers
- The Ryland Group

Aviation Related

- Lockheed Martin
- Comtech
- USPS
- FedEx
- UPS



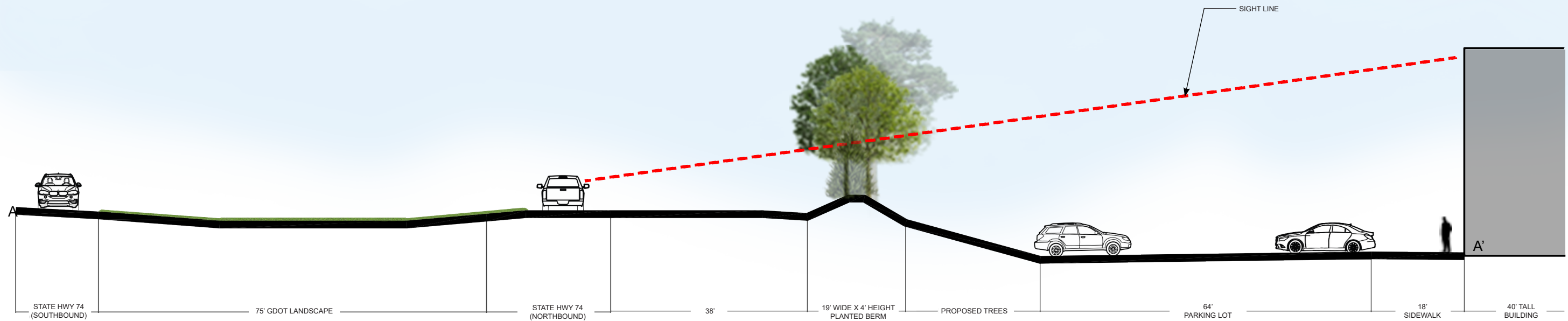
TOTAL: 738,882 SF

LAND PLANNING
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE

[illegible]

SCALE:	1"= 100'
DATE:	07/07/2022
DRAWN BY:	CELIA KORNEGAY
PROJECT MANAGER:	JOHANNA LINEY, P.E.
QA/QC CHECK:	WESLEY REED, P.E.

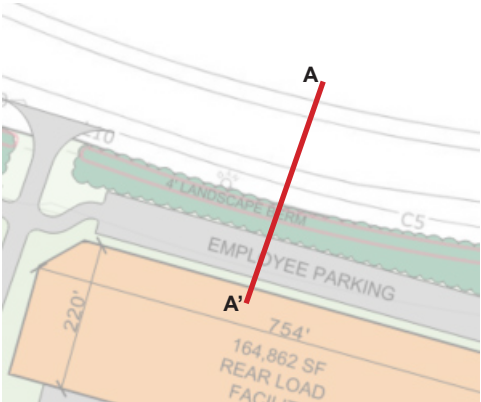
NOT ISSUED FOR
CONSTRUCTION



STATE HIGHWAY 74 SIGHT LINE STUDY
EASTGROUP TYRONE, GA

SCALE: 1"=20'-00"

Note: the intent is to provide an attractive berm with intentional landscaping and numerous view corridors that provides screening but also visibility to the buildings



KEY MAP



	Who EastGroup <u>IS</u> :	Who EastGroup <u>IS NOT</u> :
Purpose:	Office/studio/showroom/production area in the front with service courts in the back to support business operations	Warehousing and long-term storage with frequent in/out shipments; excessive trailer storage areas
Front Elevation:	High-quality, architecturally-focused buildings with storefront glass along front; multiple entries; above code-minimum landscaping	Very little glass due to low office percentage; predominantly dock doors with outside trailer storage
Building Size:	100,000 SF to 180,000 SF	400,000 square feet to 1,000,000 square feet
Office %:	As high as 80%, as low as 10%	1% to 5%
# of Tenants:	3 to 6 tenants per building is typical	1 (single tenant logistics companies are typical)
Typical Tenant Size:	30,000 square feet to 50,000 square feet	+200,000 square feet
Tenants/Users:	Technology, aviation, pharmaceutical companies, home builder showrooms, retail fulfillment, studio space	Large warehousers and distributors focused on storing and moving inventory
Traffic Generation:	Mostly automobiles and panel trucks with occasional tractor trailers; far lower traffic generator compared to Office, Bulk Warehouse, or Retail users	18-wheeler / tractor trailers; frequent deliveries; high-quantities of Sprinter vans for deliveries

What EastGroup IS:



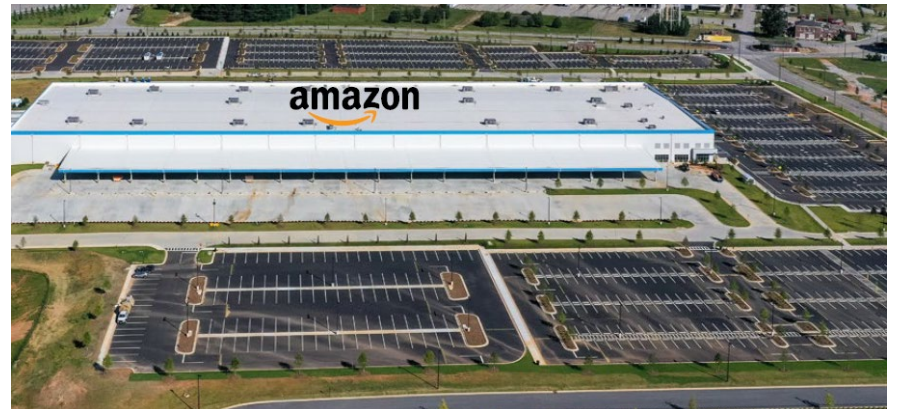
What EastGroup IS NOT:



What EastGroup IS:



What EastGroup IS NOT:





Gateway Commerce Park
Miami, Florida





Horizon Commerce Park

Orlando, Florida





Steele Creek Commerce Park

Charlotte, North Carolina



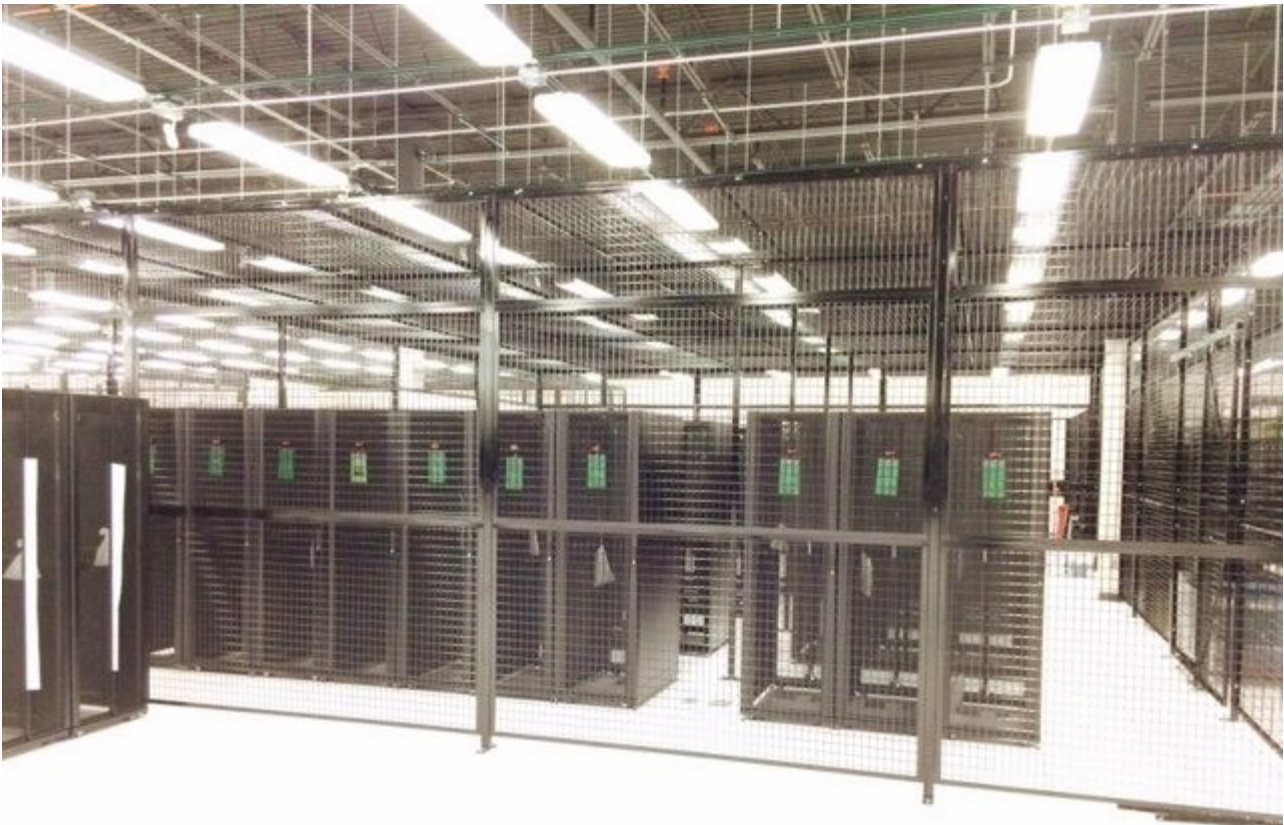


Home Builders





Data Center





Pharmaceuticals





Medical Technology





Creative Studio Space for Norwegian Cruise Lines



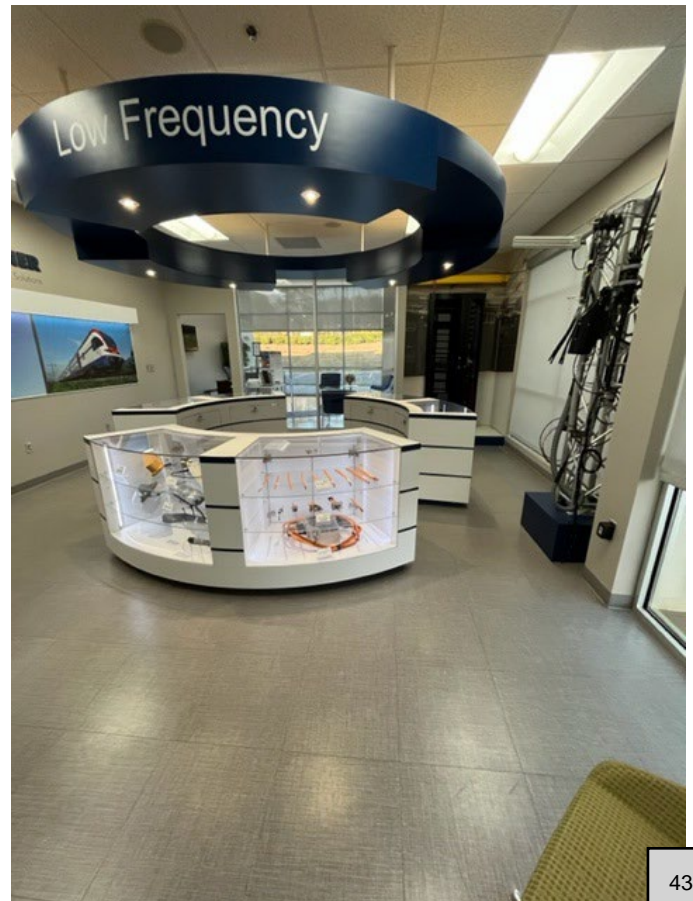


Universal Studios and Disney World Vendors





Other Business Users



Transportation Analysis

Highway 74 Business Tech Park DRI #3628

Town of Tyrone, Fayette County, Georgia

June 2022

Prepared for:

EastGroup Properties, LP

Prepared by:

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, Georgia 30009
014430000

Kimley»Horn

Transportation Analysis

Highway 74 Business Tech Park DRI #3628

Town of Tyrone, Fayette County, Georgia

June 2022

Prepared for:

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014430000



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Available Upon Request

Raw Traffic Count Data
Synchro Capacity Analyses

EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Highway 74 Business Tech Park* development located in the Town of Tyrone, Fayette County, Georgia. The approximate 60.9-acre site is located in the northeast quadrant of the intersection of Joel Cowan Parkway (SR 74) at Jenkins Road. The site is currently vacant.

The proposed development will consist of the following land uses and densities contained in **Table 1**. The project is expected to be completed by 2024 (approximately 2 years).

Table 1: Proposed Land Use and Density	
Warehousing/Technology Park	738,882 SF

The DRI analysis includes an estimation of the overall vehicle trips projected to be generated by the development, also known as gross trips. Mixed-use and pass-by reductions to gross trips are not included in the trip generation, as outlined in the Georgia Regional Transportation Authority (GRTA) Letter of Understanding (LOU dated April 19, 2022).

The site was previously reviewed as the *Founders Studio and Founders Square DRI #2830* in August 2018. The project contemplated a 110-acre mixed-use development. At that time, the project went through the DRI review with GRTA/ARC. The ARC Final Report was issued on September 4, 2018, and the GRTA Notice of Decision (NOD) was issued on September 19, 2018. The proposed *Highway 74 Business Tech Park* industrial development is located on 60.9-acres within the original 110-acre site. The remaining acreage is not associated with the new DRI. Upon review of a DRI Determination memorandum dated February 22, 2022, and per a phone conversation on March 2, 2022, ARC concluded a new DRI review would be required for the 60.9-acre *Highway 74 Business Tech Park* development based primarily on a change in the proposed land use type from the previous DRI. It should be noted that the proposed *Highway 74 Business Tech Park DRI #3628* is expected to generate 2% less daily traffic, 23% less AM peak hour traffic, and 15% less PM peak hour traffic than the *Founders Studio and Founders Square DRI #2830*.

Capacity analyses were performed for the study intersections under the Estimated 2022 conditions, the Projected 2024 No-Build conditions, and the Projected 2024 Build conditions.

- Estimated 2022 conditions represent current traffic volumes that were collected in April 2022. (NOTE: Traffic Count methodology was outlined in a memo approved by GRTA in June 2022).
- Projected 2024 No-Build conditions represent the Estimated 2022 traffic volumes grown for two (2) years using a 2.0% per year growth rate.
- Projected 2024 Build conditions represent the Projected 2024 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *Highway 74 Business Tech Park* development.

Projected 2024 No-Build Conditions (System Improvements)

The signalized intersections of Joel Cowan Parkway (SR 74) at Sandy Creek Road/Laurelmont Drive (Intersection 1) and Joel Cowan Parkway (SR 74) at Jenkins Road/Peggy Lane (Intersection 2) are projected to operate at an acceptable overall LOS under the Projected No-Build 2024 conditions. However, the eastbound approach of the unsignalized intersection of Jenkins Road at Ellison Road (Intersection 3) is projected to operate at LOS E during the AM peak hour under Projected No-Build 2024 conditions.

Per GRTA's DRI guidelines, an improvement should be considered if either the overall intersection, or an individual approach operates at a failing LOS.

In order to improve the approach LOS under the Projected 2024 No-Build conditions, Kimley-Horn considered the following system improvement (shown in red on **Figure 15** and **Figure 16**):

- Jenkins Road at Ellison Road (Intersection 3)
 - Install a southbound right-turn lane along Ellison Road.
 - Construct a southbound right-turn lane creating one (1) left-turn/through lane and one (1) exclusive right-turn lane along Ellison Road.

Projected 2024 Build Conditions

The signalized intersections of Joel Cowan Parkway (SR 74) at Sandy Creek Road/Laurelmont Drive (Intersection 1) and Joel Cowan Parkway (SR 74) at Jenkins Road/Peggy Lane (Intersection 2) are projected to operate at an acceptable overall LOS under the Projected Build 2024 conditions. At the unsignalized intersection of Jenkins Road at Ellison Road (Intersection 3), the eastbound approach is projected to operate at LOS F during the AM peak hour under Projected Build 2024 conditions. With the system improvement under Projected 2024 No-Build conditions (listed above), the intersection will operate at an acceptable overall and approach LOS under Build Improved 2024 conditions.

In order to serve the Site Driveways (A, B, and C), additional intersection or site access improvements are needed (shown in blue on **Figure 16**):

- Joel Cowan Parkway (SR 74) at Site Driveway A (Intersection 4)
 - On the site, construct a full-movement driveway with one (1) ingress lane entering the site, and one (1) egress lane exiting the site.
- Joel Cowan Parkway (SR 74) at Site Driveway B (Intersection 5)
 - On the site, construct a right-in/right-out driveway with one (1) ingress lane entering the site, and one (1) egress lane exiting the site.
 - Construct one (1) northbound right-turn lane along Joel Cowan Parkway (SR 74) into Site Driveway B.
- Jenkins Road at Site Driveway C (Intersection 6)
 - On the site, construct a full-movement driveway with one (1) ingress lane entering the site, and one egress lane exiting the site.

Jenkins Road at Ellison Road (Intersection 3)

Overall LOS Standard: D
Approach LOS Standard: D

Overall LOS Standard: D Approach LOS Standard: D			Ellison Road			Ellison Road			Jenkins Road			Jenkins Road		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
NO-BUILD IMPROVED (TWSC)	AM	Overall LOS	(7.8)											
		Approach LOS	A (8.9)			A (7.3)			C (19.7)			C (18.5)		
		Storage						175						
		50th Queue												
		95th Queue	8			0			95			13		
	PM	Overall LOS	(6.4)											
		Approach LOS	A (8.0)			A (0.0)			B (13.5)			B (11.8)		
		Storage						175						
		50th Queue												
		95th Queue	0			0			55			3		
BUILD IMPROVED (TWSC)	AM	Overall LOS	(7.9)											
		Approach LOS	A (8.9)			A (7.3)			C (20.1)			C (18.9)		
		Storage						175						
		50th Queue												
		95th Queue	8			0			98			13		
	PM	Overall LOS	(6.7)											
		Approach LOS	A (8.0)			A (0.0)			B (13.9)			B (11.8)		
		Storage						175						
		50th Queue												
		95th Queue	0			0			60			3		

With the noted system improvements, the eastbound approach in both No-Build 2024 and Build 2024 scenarios is projected to operate at an acceptable LOS. Therefore, the system improvements are recommended to be conditioned.

Impacted Queue Lengths Exceeding Storage – (Intersection 2)

Intersection	Movement	Storage Length	Projected Build Queue Length (AM / PM)	Recommendation
2. Joel Cowan Parkway (SR 74) at Jenkins Road/Peggy Lane	NBR	180	82 / 43 (50 th) 199 / 109 (95 th)	No-Build (System Improvement): Consider extending the northbound right-turn lane storage.

Other movements where the projected queueing exceeds the available storage are not impacted by the proposed development traffic.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *Highway 74 Business Tech Park* development located in the Town of Tyrone, Fayette County, Georgia. The approximate 60.9-acre site is located in the northeast quadrant of the intersection of Joel Cowan Parkway (SR 74) at Jenkins Road. The project site is currently zoned M1 (Light Industrial) with a PIP (Planned Industrial Park) Overlay. The site is currently compliant with the current zoning classification, with a rezoning being pursued to modify zoning conditions on the property. The rezoning application was approved by Planning Commission on February 24, 2022. **Figure 1** provides a location map of the project site. **Figure 2** provides an aerial view of the project site and surrounding area.

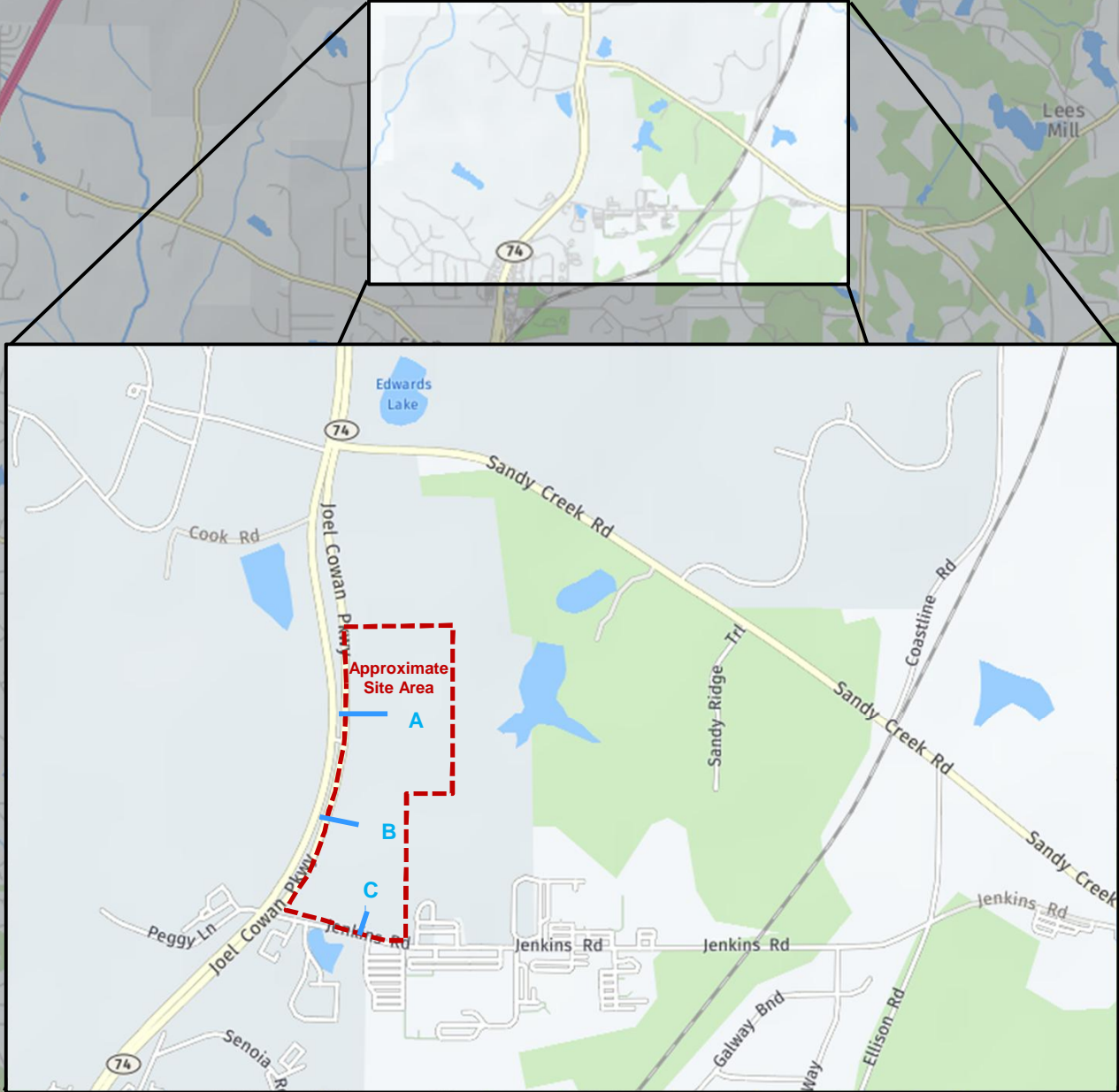
The site is currently undeveloped. The proposed development will consist of the following land uses and densities contained in **Table 2**. The project is expected to be completed by 2024 (approximately 2 years).

Table 2: Proposed Land Use and Density	
Land Use	Proposed
Warehousing/Technology Park	738,882 SF

A reference of the proposed site plan is provided in **Appendix A**. A full-sized site plan consistent with GRTA's Site Plan Guidelines is also being submitted as part of the review package.

The project is considered a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 500,000 SF of new industrial development within a Developing Suburbs area per the ARC Unified Growth Policy Map. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on March 23, 2022 by the Town of Tyrone. This transportation analysis includes all inputs and methodologies discussed at the DRI Methodology Meeting with GRTA, ARC, and other stakeholders. The inputs and methodologies are outlined in the GRTA Letter of Understanding (LOU) dated April 19, 2022.

The site was previously reviewed as the *Founders Studio and Founders Square DRI #2830* in August 2018. The project contemplated a 110-acre mixed-use development. At that time, the project went through the DRI review with GRTA/ARC. The ARC Final Report was issued on September 4, 2018, and the GRTA Notice of Decision was issued on September 19, 2018. The proposed *Highway 74 Business Tech Park* industrial development is located on 60.9-acres within the original 110-acres site. The remaining acreage is not associated with the new DRI. Upon review of a DRI Determination memorandum dated February 22, 2022, and per a phone conversation on March 2, 2022, ARC concluded a new DRI review would be required for the 60.9-acre *Highway 74 Business Tech Park* development based primarily on a change in the proposed land use type from the previous DRI. It should be noted that the proposed *Highway 74 Business Tech Park DRI #3628* is expected to generate 2% less daily traffic, 23% less AM peak hour traffic, and 15% less PM peak hour traffic than the *Founders Studio and Founders Square DRI #2830*.



LEGEND

Project Site Boundary

Proposed Site Driveway



1.2 Site Access

As currently envisioned, the proposed development will be accessible via three (3) new access points:

1. **Site Driveway A** – a proposed, full-movement driveway located along Joel Cowan Parkway (SR 74) at an existing median opening approximately 1,795 feet north of Jenkins Road that will operate under side-street stop control. Site Driveway A will provide vehicular access to all buildings in the development. Internal, private roadways throughout the site provide access to the building and parking facilities.
2. **Site Driveway B** – a proposed, right-in/right-out (RIRO) driveway located along Joel Cowan Parkway (SR 74) approximately 965 feet north of Jenkins Road that will operate under side-street stop control. Site Driveway B will provide vehicular access to all buildings in the development. Internal, private roadways throughout the site provide access to the building and parking facilities.
3. **Site Driveway C** – a proposed, full-movement driveway located along Jenkins Road approximately 1,055 feet east of Joel Cowan Parkway (SR 74) that will operate under side-street stop control. Site Driveway C will provide vehicular access to all buildings in the development. Internal, private roadways throughout the site provide access to the building and parking facilities.

1.3 Internal Circulation Analysis

Internal, private roadways throughout the site provide access to the building and parking facilities.

1.4 Parking

The current number of total site parking spaces to be provided are listed below in **Table 3**.

Table 3: Proposed Parking			
Land Use	Minimum	Maximum	Proposed
Warehousing	370 1 per 2,000 SF of GFA	N/A	681 employee spaces

Additional parking details are provided on the proposed site plan in Appendix A.

1.5 Alternative Transportation Facilities

There are no dedicated pedestrian or bicycle facilities along the site frontage, Joel Cowan Parkway (SR 74), Sandy Creek Road, or Jenkins Road. Similarly, there are no transit stops in the vicinity of the site.

1.6 Dense Urban Environments Enhanced Focus Area

Per Section 3.2.4.2 of the GRTA *Development of Regional Impact Review Procedures* the *Highway 74 Business Tech Park* development does not qualify for a “Dense Urban Environment Enhanced Focus Area” review, due to its location in the Town of Tyrone.

1.7 Heavy Vehicle Enhanced Focus Area

Per Section 3.2.4.1 of the GRTA *Development of Regional Impact Review Procedures*, the *Highway 74 Business Tech Park* development qualifies for a “Heavy Vehicle Enhanced Focus Area” review, due to the development generating heavy vehicles.

1.7.1 Heavy Vehicle Routing

Figure 3 depicts the proposed truck routes that will serve project traffic (highlighted blue). The following segments are included in the Enhanced Focus Area (highlighted yellow):

- Jenkins Road from Joel Cowan Parkway (SR 74) to Site Driveway C

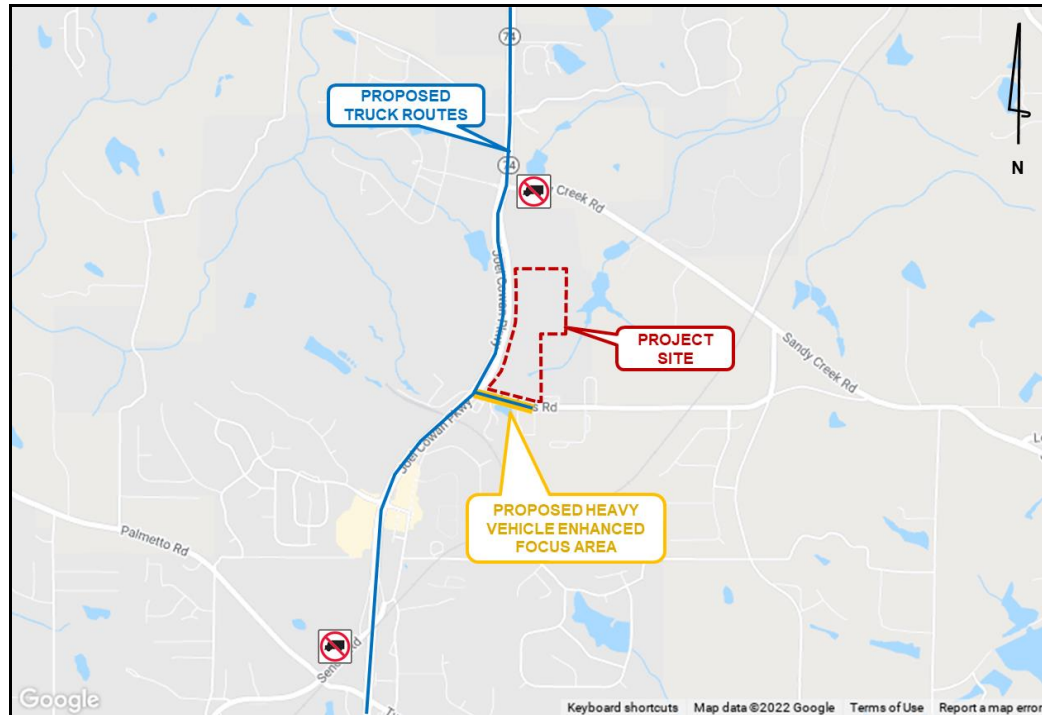


Figure 3: Heavy Vehicle Routing

1.7.2 Pavement Condition

A site visit was conducted on May 27, 2022. Pavement conditions within the Enhanced Focus Area were noted during the site visit. Pavement in the Heavy Vehicle focus area is generally in good condition. Minor pavement distress/cracking was observed in three (3) locations, as outlined in **Table 4**. **Figure 4** shows the pavement cracking along the shoulder, along eastbound Jenkins Road, approximately 90 feet east of Joel Cowan Parkway (SR 74). **Figure 5** shows the minor pavement cracking along eastbound/westbound Jenkins Road, approximately 90 feet east of Joel Cowan Parkway (SR 74). **Figure 6** shows the minor pavement cracking along northbound Joel Cowan Parkway (SR 74), approximately 65 feet south of Jenkins Road.

Table 4: Pavement Condition Observations

Number	Roadway	Location	Observed Distress
1	Jenkins Road	90 feet east of Joel Cowan Parkway (SR 74)	Shoulder/Pavement Cracking
2	Jenkins Road	Intersection of Joel Cowan Parkway (SR 74)	Minor Pavement Cracking
3	Joel Cowan Parkway (SR 74)	Intersection of Jenkins Road	Minor Pavement Cracking



Figure 4: Eastbound Jenkins Road Shoulder/Pavement Cracking

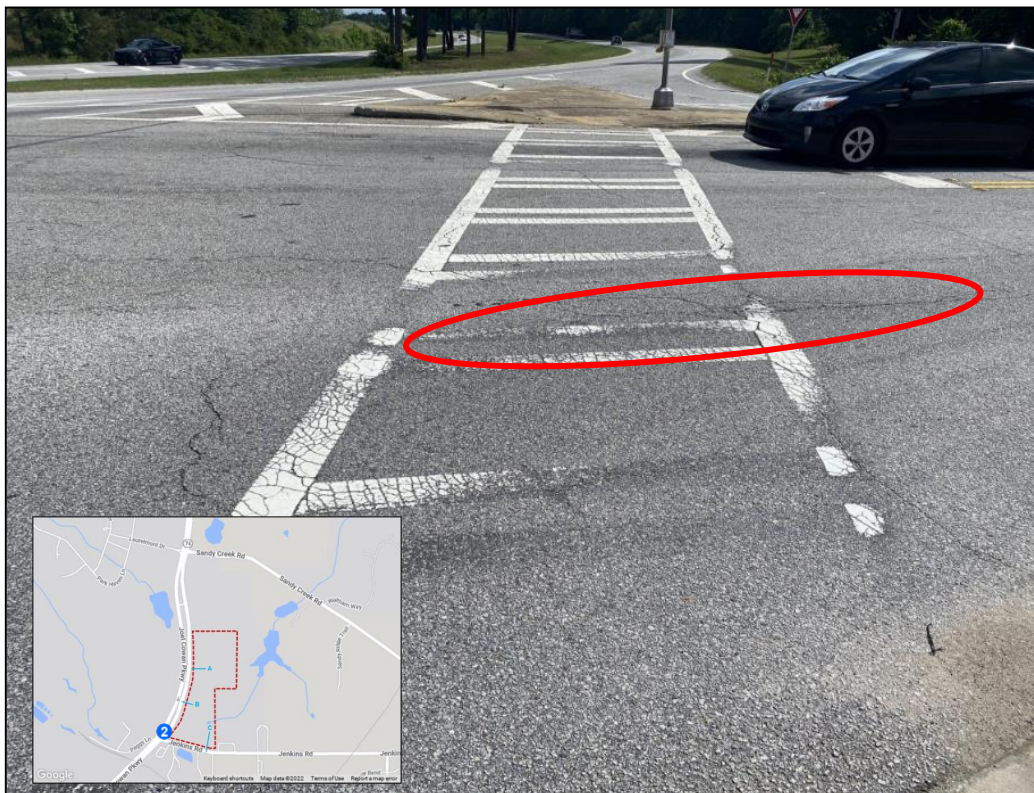


Figure 5: Eastbound/Westbound Jenkins Road Minor Pavement Cracking



Figure 6: Northbound Joel Cowan Parkway (SR 74) Minor Pavement Cracking

1.7.3 Roadway Width

The lane widths for the Enhanced Focus Area are shown in **Table 5**. The Town of Tyrone roadway width standards were taken from the [Town of Tyrone Unified Development Ordinance](#) document, which notes that “the street paving widths shall be as follows:

1. Major Collector Street – 32 feet, if two lanes, 48 feet if four lanes; minimum median width for divided street 24 feet;
2. Residential Street – 24 feet;
3. Minor Collector Street – 28 feet.

Lane width dimensions were measured on NearMap.

Table 5: Roadway Widths		
Roadway	Lane Width	Lane Width Standard (Town of Tyrone)
Joel Cowan Parkway (SR 74)	12 ft	12 ft desirable
Jenkins Road	12 ft	12 ft desirable

1.7.4 Corner Radii

The corner radii of one study intersection was analyzed along the Enhanced Focus Area:

1. Joel Cowan Parkway (SR 74) at Jenkins Road

Note: The *GDOT Regulations for Driveway and Encroachment Control* outlines minimum corner radii for trucks as 75 feet.

1. Joel Cowan Parkway (SR 74) at Jenkins Road (Entering)

Figure 7 outlines the anticipated wheel-path for a WB-67 vehicle entering the site by making a northbound right-turn from Joel Cowan Parkway (SR 74) onto Jenkins Road. The existing curb radius is approximately 75 feet. The WB-67 truck slightly impedes with the westbound traffic along Jenkins Road to make the maneuver.

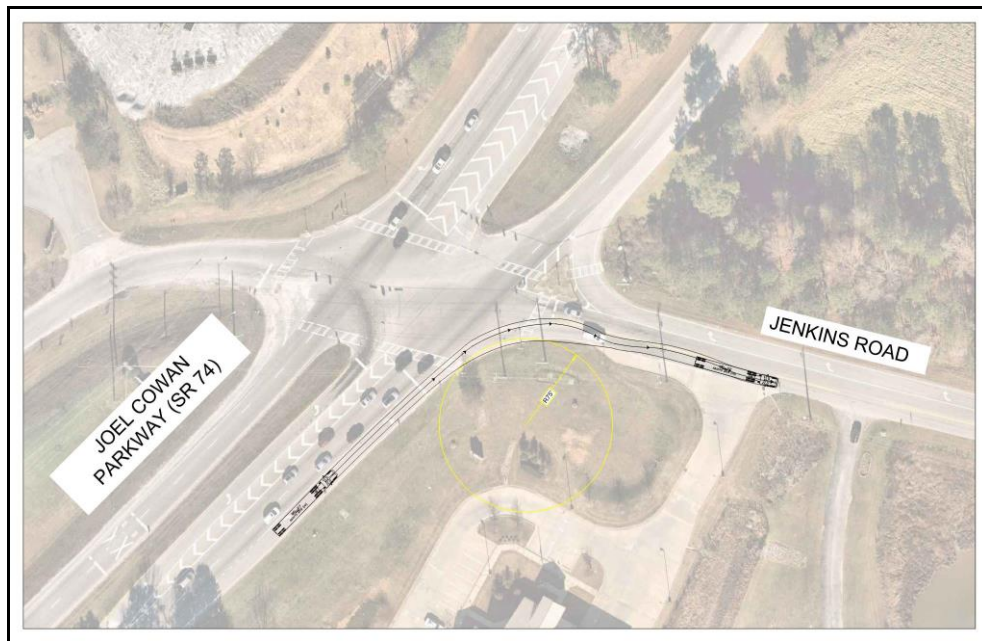


Figure 7: Joel Cowan Parkway (SR 74) at Jenkins Road – Northbound Right (Turn Maneuver)

2. Joel Cowan Parkway (SR 74) at Jenkins Road (Exiting)

Figure 8 outlines the anticipated wheel-path for a WB-67 vehicle exiting the site by making a westbound right-turn from Jenkins Road onto Joel Cowan Parkway (SR 74). The existing curb radius is approximately 65 feet. The WB-67 truck does not impede with traffic along Joel Cowan Parkway (SR 74) to make the maneuver.

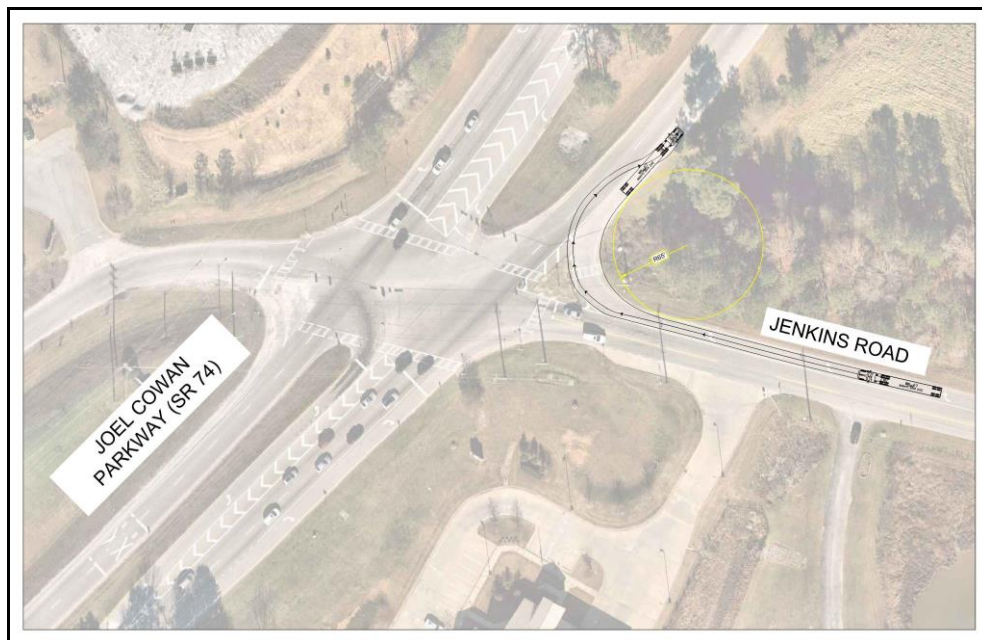


Figure 8: Joel Cowan Parkway (SR 74) at Jenkins Road – Westbound Right (Turn Maneuver)

1.7.5 Heavy Vehicle Staging

The site plan includes a designated truck court to accommodate heavy vehicle queueing, staging, and overflow. **Figure 9** indicates the designated truck staging/overflow areas on the site plan.



Figure 9: Heavy Vehicle Staging

1.7.6 Pedestrian Safety

There are no sidewalk requirements for non-residential areas, per the Town of Tyrone development ordinances. Therefore, sidewalks are not required along opposing road frontages. The proposed development adds a 10' multi-use path along the eastside of the site which provides connection to Peachtree City. Sidewalks will also be provided adjacent to the buildings and will connect both accessible and non-accessible spaces to the building entrances.

2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

2.1 Study Network Determination

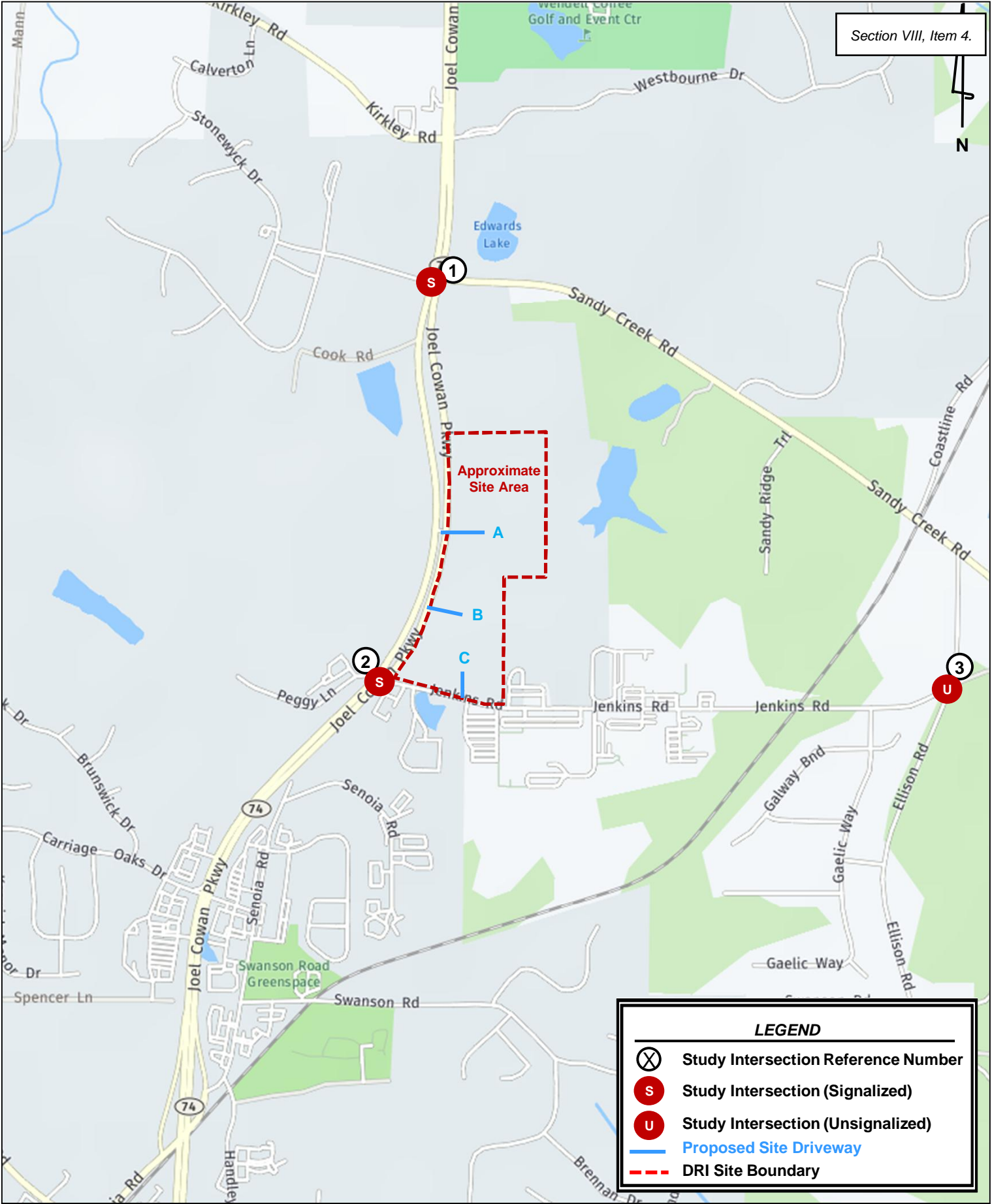
The study area was determined at the methodology meeting with input from GRTA, ARC, and other local agency stakeholders. The study includes the following three (3) off-site intersections described in **Table 6** and shown visually in **Figure 10**.

Table 6: Intersection Control Summary		
Intersection	Jurisdiction	Control
1. Joel Cowan Parkway (SR 74) at Sandy Creek Road/Laurelmont Drive	GDOT	Signalized RCUT
2. Joel Cowan Parkway (SR 74) at Jenkins Road/Peggy Lane	GDOT	Signalized
3. Jenkins Road at Ellison Road	Fayette County	Unsignalized

2.2 Existing Roadway Facilities

Roadway classification descriptions and estimated Annual Average Daily Traffic (AADT) for roadway segments within the study network are provided in **Table 7** (bolded roadways are adjacent to the site).

Table 7: Roadway Classifications				
Roadway	Lanes	Posted Speed Limit	AADT	GDOT Functional Classification
Joel Cowan Parkway	4	55 MPH	37,500	Principal Arterial
Jenkins Road	2	35 MPH	4,340	Local
Sandy Creek Road	2	45 MPH	6,130	Minor Arterial
Ellison Road	2	45 MPH	-	Major Collector
Peggy Lane	2	25 MPH	-	Local
Laurelmont Drive	2	25 MPH	-	Local



2.3 Traffic Data Collection and Calibration

Traffic counts were collected at all three (3) existing study intersections on Wednesday, April 27, 2022. The collected counts were then calibrated using calibration factors to account for the potential impacts of COVID-19 to typical traffic volumes and patterns.

The peak hour adjustment factors were determined by comparing the 2019 AM and PM peak hour volumes collected along Joel Cowan Parkway (SR 74) north of Westbourne Drive (to align with the GDOT TADA count station 113-0131) to the collected 2022 AM and PM peak hour volumes in the same location. As a result of this comparison, it was determined that a COVID adjustment factor of 1.13 for the AM peak hour and 1.18 for the PM peak hour should be used at all intersections. The methodologies used in this analysis for traffic count calibration were approved by GRTA and ARC.

Traffic count peak hours for all the study intersections are shown in **Table 8**.

Table 8: Traffic Count Summary				
Intersection		Count Date	AM Peak Hour	PM Peak Hour
1.	Joel Cowan Parkway (SR 74) at Sandy Creek Road/Laurelmont Drive	4/2022	7:15 AM – 8:15 AM	5:00 PM – 6:00 PM
2.	Joel Cowan Parkway (SR 74) at Jenkins Road/Peggy Lane	4/2022	7:30 AM – 8:30 AM	5:00 PM – 6:00 PM
3.	Jenkins Road at Ellison Road	4/2022	7:45 AM – 8:45 AM	4:45 PM – 5:45 PM

The collected peak hour turning movement traffic counts are available upon request.

2.4 Background Growth

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed *Highway 74 Business Tech Park* development. Background traffic can include a base growth rate based on historical count data and population growth data as well as trips anticipated from nearby or adjacent other projects.

Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 2.0% per year background traffic growth rate from 2022 to 2024 (2 years) was used for all roadways.

The Projected 2024 No-Build conditions represent the Estimated 2022 traffic volumes grown for two (2) years at 2.0% per year throughout the study network.

The Projected 2024 Build conditions represent the project trips generated by the *Highway 74 Business Tech Park* development (discussed in Section 3.0 and 4.0) added to the Projected 2024 No-Build Conditions.

2.5 Programmed and Planned Projects

Programmed and planned projects near the project site were researched to account for any improvements or modifications within the study network before or by the build-out year of the development. The programmed and planned projects were discussed in the methodology meeting with GRTA, ARC, and other local stakeholders. One (1) project is currently programmed/planned by GDOT, Fayette County, or the Town of Tyrone in the vicinity of the project site.

The following project shown in **Table 9** is programmed to occur near the development.

Table 9: Programmed Projects							
Project Name	From / To Points:	Sponsor	GDOT PI #	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY
I-85 at SR 74	Interchange Improvement	GDOT / City of Fairburn	0007841	FS-AR-182	2012 / 2016	2019 / 2024	2024

*Project information was obtained from GeoPI (GDOT), the Atlanta Region's Plan (ARC), and Town of Tyrone SPLOST list.

The I-85 at SR 74 project is considering two alternatives for an interchange redesign – diverging diamond and partial cloverleaf. The project is still in the concept development phase. Available fact sheets for projects listed in the table above can be found in **Appendix D**.

2.6 Level-of-Service Overview

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels-of-service, LOS A through LOS F, with A being the best and F being the worst. LOS analyses were conducted at all intersections within the study network using *Synchro 11*.

LOS for unsignalized intersections, with stop control on the minor street only, is reported for the side street approaches and the major street left-turn movements. Low LOS for side street approaches is not uncommon, as vehicles may experience delays in turning onto a major roadway.

2.7 Level-of-Service Standards

For the purposes of this traffic analysis, a LOS standard of D was assumed for all study intersections per section 3.2.2.1 of the GRTA *Development of Regional Impact Review Procedures* as specified in the LOU.

3.0 TRIP GENERATION

Gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition, 2017*, using equations where available. Reductions to gross trips including mixed-use reductions and alternative transportation mode reductions are not considered in the analysis based on methodology outlined in the GRTA Letter of Understanding (LOU).

Mixed-use reductions occur when a site has a combination of different land uses that interact with one another. For example, people living in a residential development may walk to the restaurants and retail instead of driving off-site or to the site. This reduces the number of vehicle trips that will be made on the roadway, thus reducing traffic congestion. No mixed-use reductions were taken in this analysis per the LOU.

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). No alternative modes reductions were taken in this analysis per the LOU.

Pass-by reductions are taken for a site when traffic normally traveling along a roadway may choose to visit a retail or restaurant establishment that is along the vehicle's path. These trips were already on the road and would therefore only be new trips on the driveways. No pass-by trips were taken for this analysis per the LOU.

Table 10 summarizes the gross trip generation, reductions, net trip generation, and driveway volumes for the proposed *Highway 74 Business Tech Park* development.

Table 10: Trip Generation								
Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit	Enter	Exit
150 – Warehousing	738,882 SF	1,212	606	606	88	26	31	85
Gross Project Trips		1,212	606	606	88	26	31	85
<i>Mixed-Use Reductions</i>		0	0	0	0	0	0	0
<i>Alternative Mode Reductions</i>		0	0	0	0	0	0	0
<i>Pass-By Reductions</i>		0	0	0	0	0	0	0
New Trips		1,212	606	606	88	26	31	85
<i>Employee (Car Trips)</i>		806	403	403	80	19	20	74
<i>Heavy Vehicle (Trucks)</i>		406	203	203	8	7	11	11

A more detailed trip generation analysis summary table is provided in **Appendix B**.

4.0 TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of new project trips was based on the project land uses, a review of land use densities and road facilities in the area, engineering judgement, and methodology discussions with GRTA, ARC, and other local stakeholders.

The anticipated distribution and assignment of the trips throughout the study roadway network is shown for heavy vehicle (truck) trips in **Figure 11**. The anticipated distribution and assignment of the trips throughout the study roadway network is shown for employee (car) trips in **Figure 12**. These trip assignment percentages were applied to the net project trips expected to be generated by the development, and the volumes were assigned to the roadway network. The peak hour project trips are shown by turning movement throughout the study network in **Figure 13**.

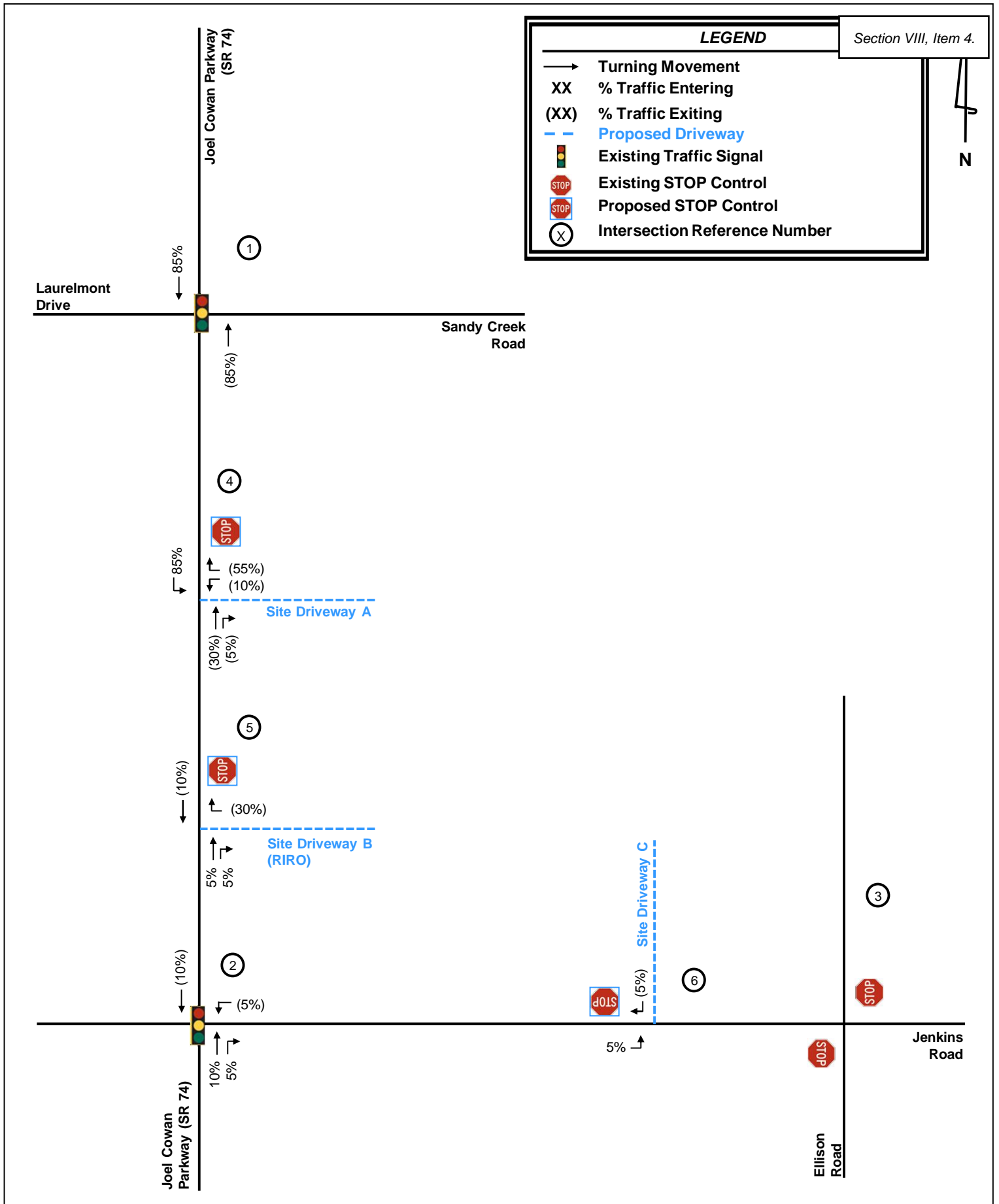
Detailed intersection volume worksheets are provided in Appendix C.

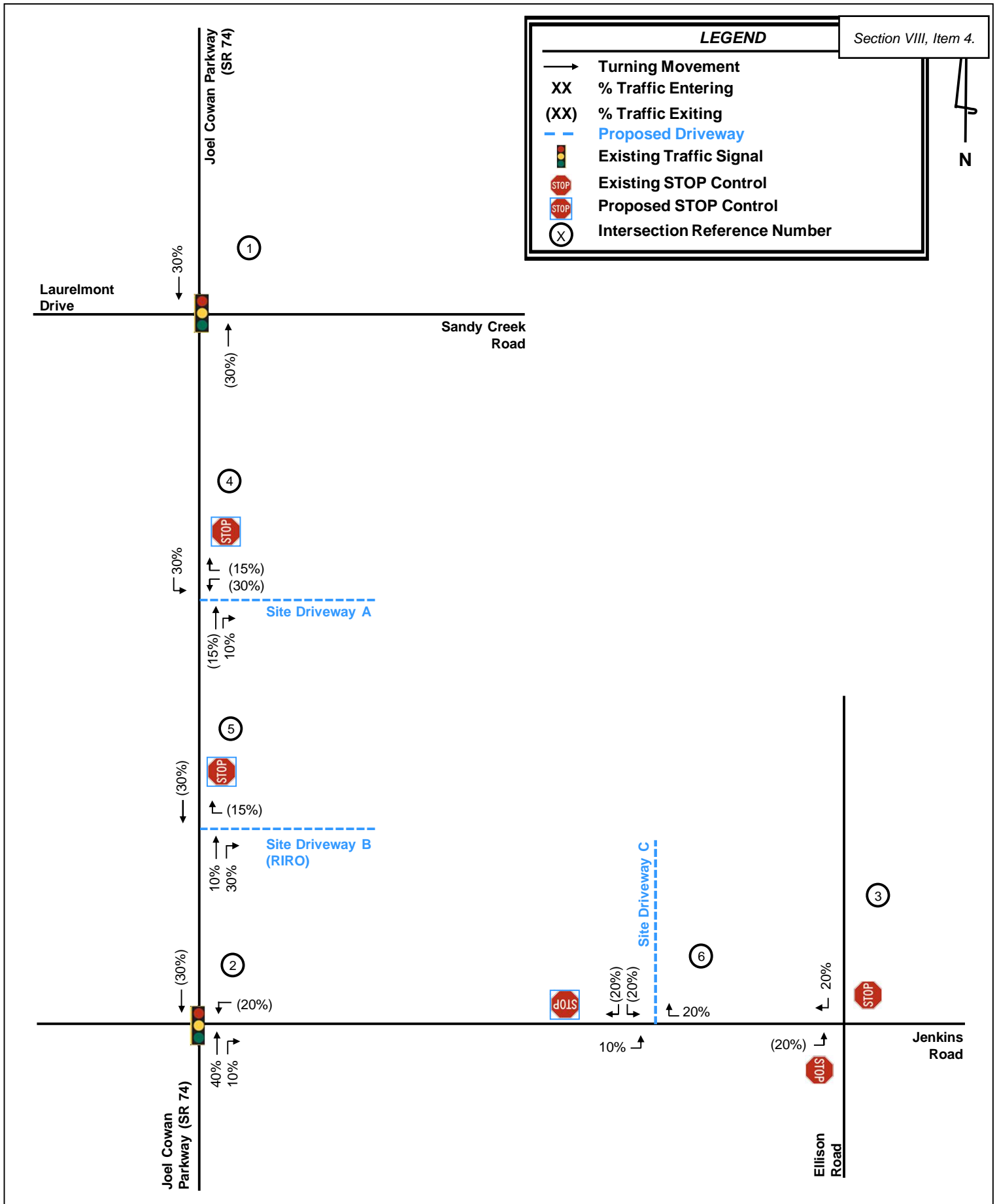
5.0 TRAFFIC ANALYSIS

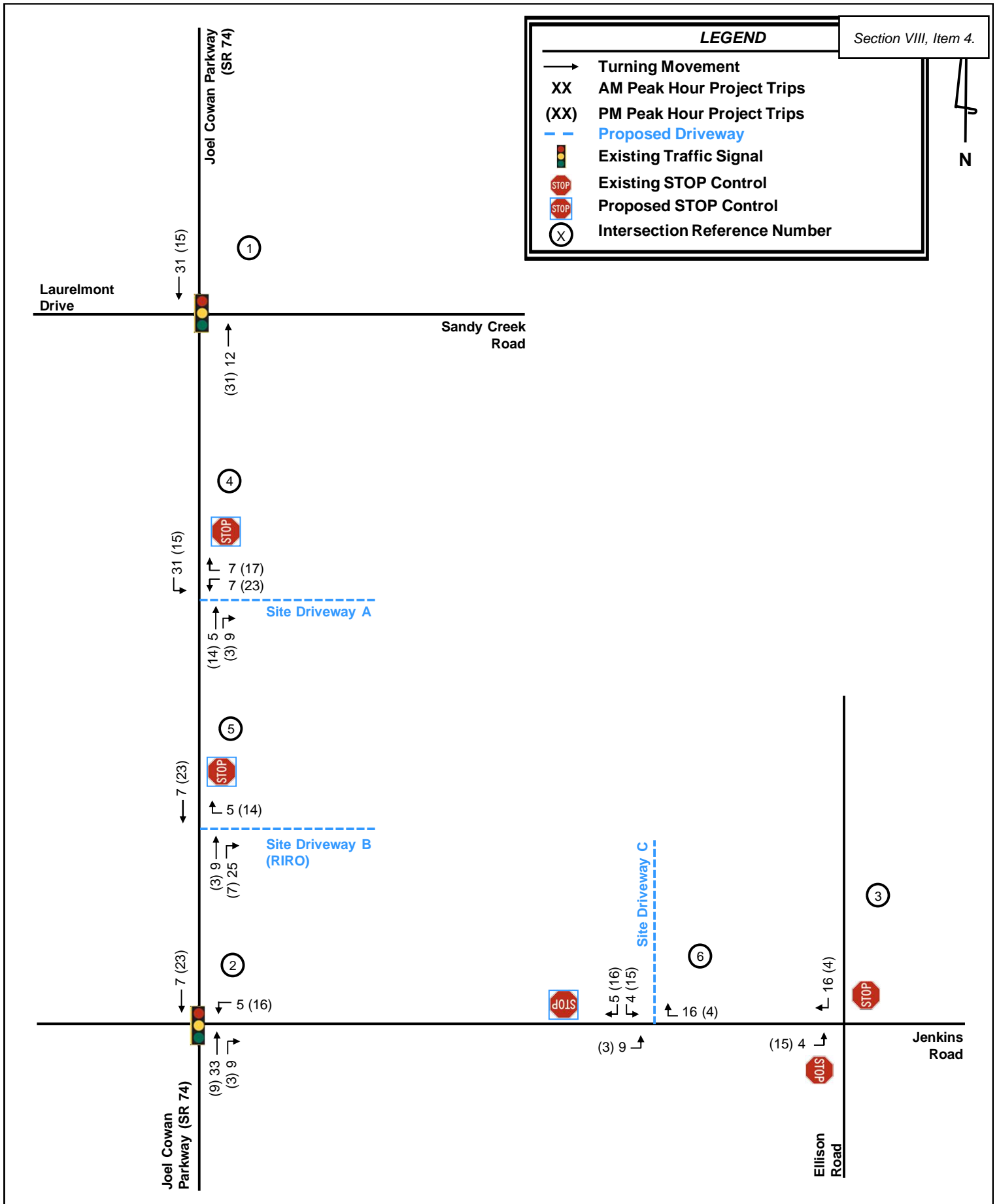
Capacity analyses were performed using *Synchro 11* for the AM and PM peak hours under the Estimated 2022 conditions, Projected 2024 No-Build conditions, and Projected 2024 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM)*, 6th Edition unless otherwise noted.

These analyses included existing roadway laneage for each of the scenarios. The traffic volumes and roadway laneage used for each scenario are shown visually in **Figure 14** for Estimated 2022 conditions, **Figure 15** for Projected 2024 No-Build conditions, and **Figure 16** for Projected 2024 Build conditions.

Sections 5.1 – 5.6 provide the results of the capacity analyses are presented for each study intersection and include projected LOS, delay, and queue lengths.







5.1 Joel Cowan Parkway (SR 74) at Sandy Creek Road/Laurelmont Drive (Intersection 1)

Overall LOS Standard: D
Approach LOS Standard: D

		Joel Cowan Parkway (SR 74)			Joel Cowan Parkway (SR 74)			Laurelmont Drive			Sandy Creek Road		
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R			R			R
ESTIMATED 2022 (SIGNAL)	AM	Overall LOS	B (12.9)										
		Approach LOS	B (12.2)			B (11.2)			C (34.1)			C (26.1)	
		Storage	330		230	295		185					
		50th Queue	3	264	0	141	84	0			0		72
		95th Queue	9	392	14	364	126	1			23		175
	PM	Overall LOS	B (17.0)										
		Approach LOS	C (20.3)			A (6.4)			D (47.9)			D (48.2)	
		Storage	330		230	295		185					
		50th Queue	6	446	2	140	125	0			1		271
		95th Queue	15	542	21	277	188	3			32		539
PROJECTED 2024 NO-BUILD (SIGNAL)	AM	Overall LOS	B (14.6)										
		Approach LOS	B (13.9)			B (12.7)			D (37.3)			C (27.8)	
		Storage	330		230	295		185					
		50th Queue	4	335	0	172	90	0			0		83
		95th Queue	8	417	14	440	143	0			32		197
	PM	Overall LOS	B (18.8)										
		Approach LOS	C (22.9)			A (7.2)			D (49.1)			D (51.9)	
		Storage	330		230	295		185					
		50th Queue	7	481	3	168	136	0			2		311
		95th Queue	15	583	22	305	203	3			33		579
PROJECTED 2024 BUILD (SIGNAL)	AM	Overall LOS	B (14.9)										
		Approach LOS	B (14.3)			B (12.9)			D (37.9)			C (28.3)	
		Storage	330		230	295		185					
		50th Queue	4	342	0	176	94	0			0		85
		95th Queue	8	430	14	442	153	0			35		198
	PM	Overall LOS	B (19.3)										
		Approach LOS	C (23.4)			A (7.3)			D (49.7)			D (53.8)	
		Storage	330		230	295		185					
		50th Queue	7	500	3	173	138	0			2		320
		95th Queue	15	605	22	305	207	3			33		579

*Intersection analyzed in HCM2000 due to limitations of HCM 6th for a signalized RCUT.

The signalized intersection of Joel Cowan Parkway (SR 74) at Sandy Creek Road/Laurelmont Drive (Intersection 1) is projected to operate at an acceptable overall LOS under the Estimated 2022, No-Build 2024, and Build 2024 conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are recommended to be conditioned.

5.2 Joel Cowan Parkway (SR 74) at Jenkins Road/Peggy Lane (Intersection 2)

Overall LOS Standard: D
Approach LOS Standard: D

		Joel Cowan Parkway (SR 74)			Joel Cowan Parkway (SR 74)			Peggy Lane			Jenkins Road		
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
ESTIMATED 2022 (SIGNAL)	AM	Overall LOS	B (16.7)										
		Approach LOS	B (16.7)			B (12.7)			D (41.8)			D (35.3)	
		Storage	300		180	265		190					360
		50th Queue	6	479	69	53	236	0		0		154	0
		95th Queue	21	827	171	148	381	7		26		257	57
	PM	Overall LOS	C (21.8)										
		Approach LOS	C (21.5)			B (18.7)			D (38.3)			D (37.4)	
		Storage	300		180	265		190					360
		50th Queue	2	487	37	18	362	0		26		215	0
		95th Queue	8	763	93	45	721	0		66		327	36
PROJECTED 2024 NO-BUILD (SIGNAL)	AM	Overall LOS	B (18.2)										
		Approach LOS	B (18.3)			B (13.7)			D (45.2)			D (37.7)	
		Storage	300		180	265		190					360
		50th Queue	6	528	76	73	254	0		0		161	0
		95th Queue	22	939	187	173	413	8		28		268	58
	PM	Overall LOS	C (24.6)										
		Approach LOS	C (24.5)			C (21.3)			D (42.5)			D (40.1)	
		Storage	300		180	265		190					360
		50th Queue	2	543	41	19	405	0		27		227	0
		95th Queue	9	912	103	52	812	0		68		345	37
PROJECTED 2024 BUILD (SIGNAL)	AM	Overall LOS	B (18.9)										
		Approach LOS	B (19.2)			B (14.1)			D (46.9)			D (39.0)	
		Storage	300		180	265		190					360
		50th Queue	7	560	82	83	262	0		0		166	0
		95th Queue	22	993	199	184	424	8		29		275	57
	PM	Overall LOS	C (26.7)										
		Approach LOS	C (26.6)			C (23.5)			D (44.4)			D (41.2)	
		Storage	300		180	265		190					360
		50th Queue	2	569	43	20	437	0		27		244	0
		95th Queue	9	955	109	58	868	0		67		365	36

The signalized intersection of Joel Cowan Parkway (SR 74) at Jenkins Road/Peggy Lane (Intersection 2) is projected to operate at an acceptable overall LOS under the Estimated 2022, No-Build 2024, and Build 2024 conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are recommended to be conditioned.

5.3 Jenkins Road at Ellison Road (Intersection 3)

Overall LOS Standard: D
Approach LOS Standard: D

Overall LOS Standard: D Approach LOS Standard: D			Ellison Road			Ellison Road			Jenkins Road			Jenkins Road		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
ESTIMATED 2022 (TWSC)	AM	Overall LOS	(13.4)											
		Approach LOS	A (8.8)			A (7.3)			E (37.3)			C (17.8)		
		Storage												
		50th Queue												
		95th Queue	8			0			165			10		
	PM	Overall LOS	(7.1)											
		Approach LOS	A (8.0)			A (0.0)			C (15.2)			B (11.7)		
		Storage												
		50th Queue												
		95th Queue	0			0			63			3		
PROJECTED 2024 NO-BUILD (TWSC)	AM	Overall LOS	(16.2)											
		Approach LOS	A (8.9)			A (7.3)			E (46.0)			C (18.5)		
		Storage												
		50th Queue												
		95th Queue	8			0			198			13		
	PM	Overall LOS	(7.4)											
		Approach LOS	A (8.0)			A (0.0)			C (15.8)			B (11.8)		
		Storage												
		50th Queue												
		95th Queue	0			0			68			3		
PROJECTED 2024 BUILD (TWSC)	AM	Overall LOS	(17.7)											
		Approach LOS	A (8.9)			A (7.3)			F (50.9)			C (19.0)		
		Storage												
		50th Queue												
		95th Queue	8			0			213			13		
	PM	Overall LOS	(7.9)											
		Approach LOS	A (8.0)			A (0.0)			C (16.6)			B (11.9)		
		Storage												
		50th Queue												
		95th Queue	0			0			75			3		

The intersection of Jenkins Road at Ellison Road (Intersection 3) is projected to operate at an acceptable overall LOS under the Estimated 2022, No-Build 2024 and Build 2024 conditions. During the AM peak, the eastbound approach operates at LOS E under Estimated 2022 and Projected 2024 No-Build conditions, and at LOS F under Projected 2024 Build conditions.

Per GRTA's DRI guidelines, an improvement should be considered if either the overall intersection, or an individual approach operates at a failing LOS. In order to improve the approach LOS under the No-Build 2024 and Build 2024 conditions, Kimley-Horn considered the following system improvements (shown in red on **Figure 15** and **Figure 16**):

- Jenkins Road at Ellison Road (Intersection 3)
 - Install a southbound right-turn lane along Ellison Road.
 - Construct a southbound right-turn lane creating one (1) left-turn/through lane and one (1) exclusive right-turn lane along Ellison Road.

The analysis results shown in the table below are for the improved conditions at Jenkins Road at Ellison Road (Intersection 3), which assume the noted geometric changes.

Overall LOS Standard: D
Approach LOS Standard: D

Overall LOS Standard: D Approach LOS Standard: D		Ellison Road			Ellison Road			Jenkins Road			Jenkins Road			
		Northbound			Southbound			Eastbound			Westbound			
		L	T	R	L	T	R	L	T	R	L	T	R	
PROJECTED 2024 NO-BUILD IMPROVED (TWSC)	AM	Overall LOS	(7.8)											
		Approach LOS	A (8.9)			A (7.3)			C (19.7)			C (18.5)		
		Storage						175						
		50th Queue												
		95th Queue	8			0			95			13		
	PM	Overall LOS	(6.4)											
		Approach LOS	A (8.0)			A (0.0)			B (13.5)			B (11.8)		
		Storage						175						
		50th Queue												
		95th Queue	0			0			55			3		
PROJECTED 2024 BUILD IMPROVED (TWSC)	AM	Overall LOS	(7.9)											
		Approach LOS	A (8.9)			A (7.3)			C (20.1)			C (18.9)		
		Storage						175						
		50th Queue												
		95th Queue	8			0			98			13		
	PM	Overall LOS	(6.7)											
		Approach LOS	A (8.0)			A (0.0)			B (13.9)			B (11.8)		
		Storage						175						
		50th Queue												
		95th Queue	0			0			60			3		

With the noted system improvements, the eastbound approach in both No-Build 2024 and Build 2024 scenarios is projected to operate at an acceptable LOS.

5.4 Joel Cowan Parkway (SR 74) at Site Driveway A (Intersection 4)

Overall LOS Standard: D
Approach LOS Standard: D

Overall LOS Standard: D Approach LOS Standard: D			Joel Cowan Parkway (SR 74)			Joel Cowan Parkway (SR 74)						Site Driveway A		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R				L	T	R
PROJECTED 2024 BUILD (TWSC)	AM	Overall LOS	(0.4)											
		Approach LOS	A (0.0)			C (20.1)						E (40.4)		
		Storage												
		50th Queue												
		95th Queue				10					10			
	PM	Overall LOS	(0.7)											
		Approach LOS	A (0.0)			D (25.3)						E (46.1)		
		Storage												
		50th Queue												
		95th Queue				8					33			

The intersection of Joel Cowan Parkway (SR 74) at Site Driveway A (Intersection 4) is projected to operate at an acceptable overall LOS under the Build 2024 scenario. Although the westbound approach is projected to operate at LOS E, no improvements are recommended to be conditioned as low LOS are not uncommon for side street approaches, as vehicles may experience significant delay turning onto a major roadway. Additionally, a signal would likely not be permitted at the intersection as it does not meet signal warrants. The recommended lane configuration for Site Driveway A is one lane entering the site and one lane exiting the site. The recommended build improvements are shown in blue on **Figure 16**.

5.5 Joel Cowan Parkway (SR 74) at Site Driveway B (Intersection 5)

Overall LOS Standard: D
Approach LOS Standard: D

		Joel Cowan Parkway (SR 74)			Joel Cowan Parkway (SR 74)						Site Driveway B		
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R				L	T	R
PROJECTED 2024 BUILD (TWSC)	AM	Overall LOS	(0.0)										
		Approach LOS	A (0.0)			A (0.0)						C (21.4)	
		Storage											
		50th Queue											
		95th Queue											3
	PM	Overall LOS	(0.1)										
		Approach LOS	A (0.0)			A (0.0)						C (18.9)	
		Storage											
		50th Queue											
		95th Queue											5

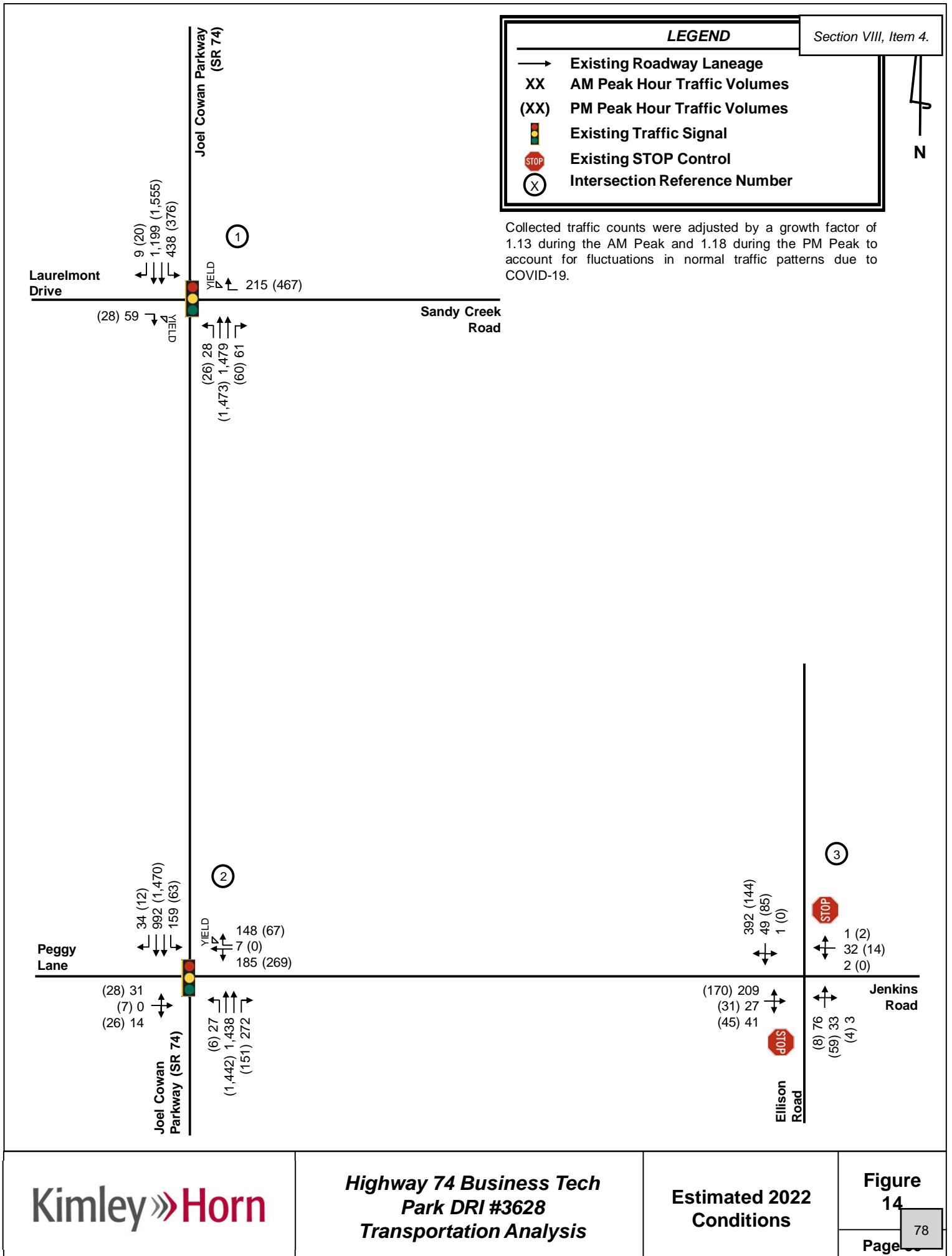
The intersection of Joel Cowan Parkway (SR 74) at Site Driveway B (Intersection 5) is projected to operate at an acceptable overall LOS under the Build 2024 scenario. Each approach of the intersection is projected to operate acceptably under all studied scenarios. The recommended lane configuration for Site Driveway B is a right-in/right-out with one lane entering the site and one lane exiting the site. Additionally, the a northbound right-turn lane should be constructed along Joel Cowan Parkway (SR 74) into Site Driveway B. The recommended build improvements are shown in blue on **Figure 16**.

5.6 Jenkins Road at Site Driveway C (Intersection 6)

Overall LOS Standard: D
Approach LOS Standard: D

Overall LOS Standard: D Approach LOS Standard: D						Site Driveway C			Jenkins Road			Jenkins Road		
			Northbound			Southbound			Eastbound			Westbound		
						L	T	R	L	T	R	L	T	R
PROJECTED 2024 BUILD (TWSC)	AM	Overall LOS	(0.3)											
		Approach LOS				B (13.3)			A (8.2)			A (0.0)		
		Storage												
		50th Queue												
		95th Queue				3			0					
	PM	Overall LOS	(0.6)											
		Approach LOS				B (12.0)			A (8.0)			A (0.0)		
		Storage												
		50th Queue												
		95th Queue				5			0					

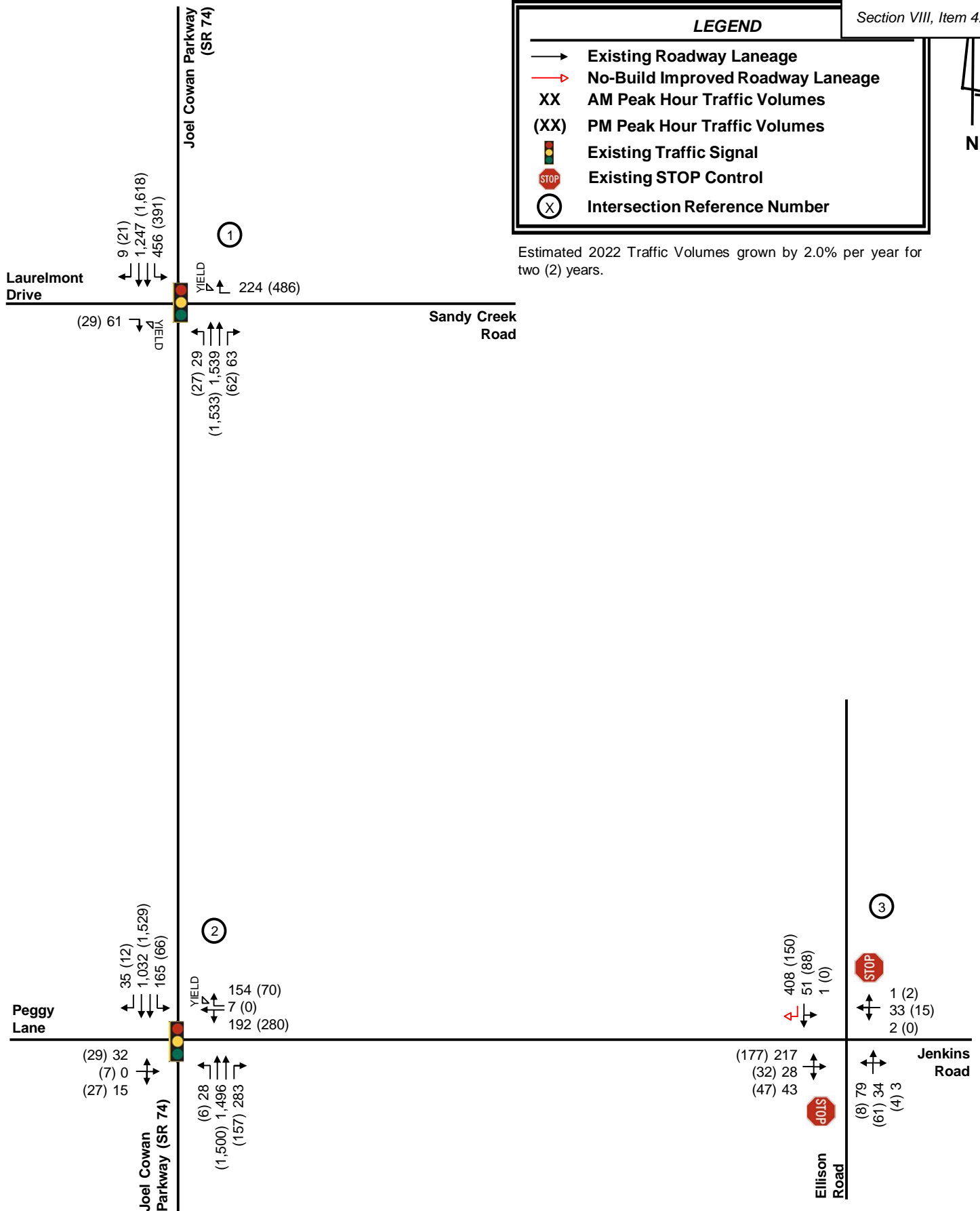
The intersection of Jenkins Road at Site Driveway C (Intersection 6) is projected to operate at an acceptable overall LOS under the Build 2024 scenario. Each approach of the intersection is projected to operate acceptably under all studied scenarios. The recommended lane configuration for Site Driveway C is one lane entering the site and one lane exiting the site. The recommended build improvements are shown in blue on **Figure 16**.

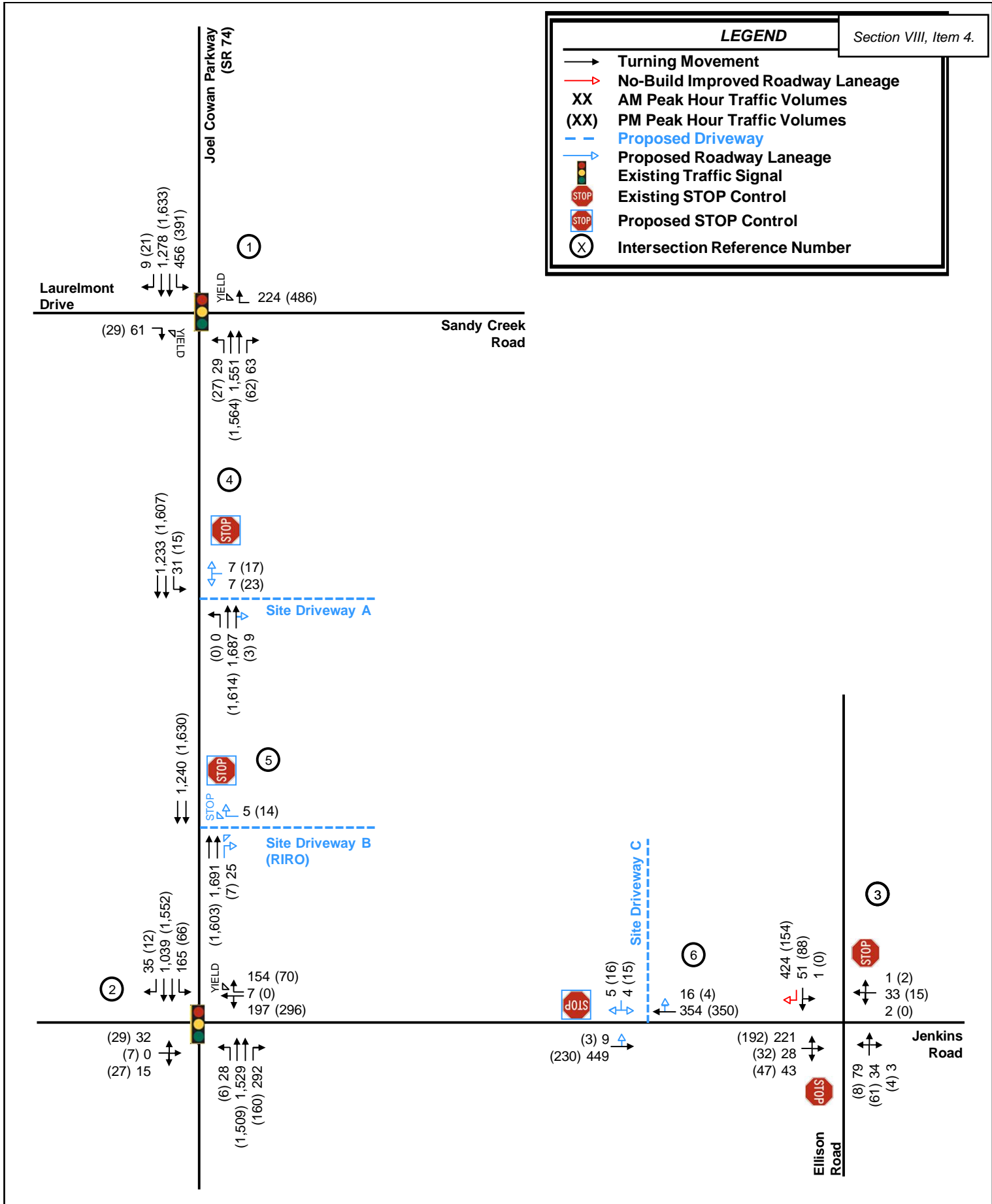


LEGEND

- Existing Roadway Laneage
- No-Build Improved Roadway Laneage
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- Existing Traffic Signal
- STOP Existing STOP Control
- (X) Intersection Reference Number

Estimated 2022 Traffic Volumes grown by 2.0% per year for two (2) years.





6.0 INTERSECTION CONTROL EVALUATION (ICE)

Per GDOT's Policy, Intersection Control Evaluation (ICE) was performed at the following locations:

- Joel Cowan Parkway (SR 74) at Site Driveway A (Intersection 4)

The intent of ICE is to determine the most effective intersection design/traffic control at a given intersection.

Note: ICE not provided for Joel Cowan Parkway (SR 74) at Site Driveway B (Intersection 5), as the proposed access will be limited to RIRO with a closed median.

6.1 ICE Stage 1

Stage 1 is conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to eliminate non-competitive options and identify which alternatives merit further considerations based on their practical feasibility.

6.2 ICE Stage 2

Stage 2 involves a more detailed evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 considers the construction cost, operational efficiency, safety considerations, and public opinion.

The intersection delays and v/c (volume-capacity) ratios were calculated at the study intersections during the AM and PM peak hour using Synchro Professional, Version 11.0, which uses methodologies contained in the 6th Edition Highway Capacity Manual to determine the operating characteristics of an intersection.

Per ICE Stage 1, the following alternatives were compared, and the ICE Stage 2 scores are shown in **Table 11**. GDOT's ICE Stage 1 and Stage 2 are provided in **Appendix F**.

Table 11: ICE Alternative Selection Decision			
<i>Joel Cowan Parkway (SR 74) at Site Driveway A – Intersection 4</i>			
ICE Stage 2	Conventional (Minor Stop)	RIRO w/down stream U-Turn	RCUT (Stop Control)
Score	5.5	5.3	4.8
Rank	1	2	3

From **Table 11**, the unsignalized full-movement sidestreet stop (Conventional (Minor Stop)) is the highest ranking (per the site plan).

APPENDIX A

Proposed Site Plan

PROJECT INFORMATION		
ACREAGE:	TOTAL	60.90 AC
BUILDINGS :	BUILDING 100	123,120 S.F.
	BUILDING 200	102,600 S.F.
	BUILDING 300	164,862 S.F.
	BUILDING 400	178,200 S.F.
	BUILDING 500	170,100 S.F.
	TOTAL	738,882 S.F.
YIELD:	BUILDING COVER	27.9%
	IMPERVIOUS COVER	56.8%
	OPEN SPACE	43.2%
	DENSITY:	12,132.7 SF/ACRE
PAVEMENT:	REQUIRED PARKING SPACES	±554
	PARKING SPACES	±681
LOCATION:	STREET	JOEL COWAN PKWY
	JURISDICTION	TYRONE, GA
	DISTRICT	7
	LAND LOT	110 & 115
SERVICES:	SEWER DEMAND	9,250 GPD
	WATER DEMAND	9,250 GPD

DEVELOPER

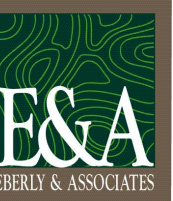
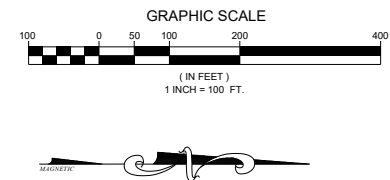
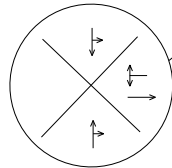
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LAND PLANNING
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE

EASTGROUP - HIGHWAY 74
BUSINESS TECH PARK

LAND LOT 110 & 115
7TH DISTRICT
FAYETTE COUNTY, GEORGIA
STATE HIGHWAY 74

[illegible]

DRI #3628
HIGHWAY 74 BUSINESS
TECH PARK

SCALE:	1"= 10'
DATE:	05/24/2022
DRAWN BY:	FEI LI
PROJECT MANAGER:	WESLEY REED P.E.
QA/QC CHECK:	

PROJECT NO.

22-041

SHEET NO.

DRI

NOT ISSUED FOR
CONSTRUCTION

PROJECT INFORMATION		
ACREAGE:	TOTAL	60.90 AC
BUILDINGS :	BUILDING 100	123,120 S.F.
	BUILDING 200	102,600 S.F.
	BUILDING 300	164,862 S.F.
	BUILDING 400	178,200 S.F.
	BUILDING 500	170,100 S.F.
	TOTAL	738,882 S.F.
YIELD:	BUILDING COVER	27.9%
	IMPERVIOUS COVER	56.8%
	OPEN SPACE	43.2%
	DENSITY:	12,132.7 SF/ACRE
PAVEMENT:	REQUIRED PARKING SPACES	±554
	PARKING SPACES	±681
LOCATION:	STREET	JOEL COWAN PKWY
	JURISDICTION	TYRONE, GA
	DISTRICT	7
	LAND LOT	110 & 115
SERVICES:	SEWER DEMAND	9,250 GPD
	WATER DEMAND	9,250 GPD

DEVELOPER

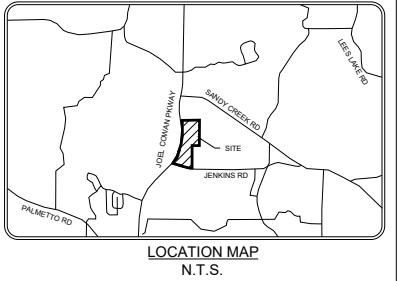
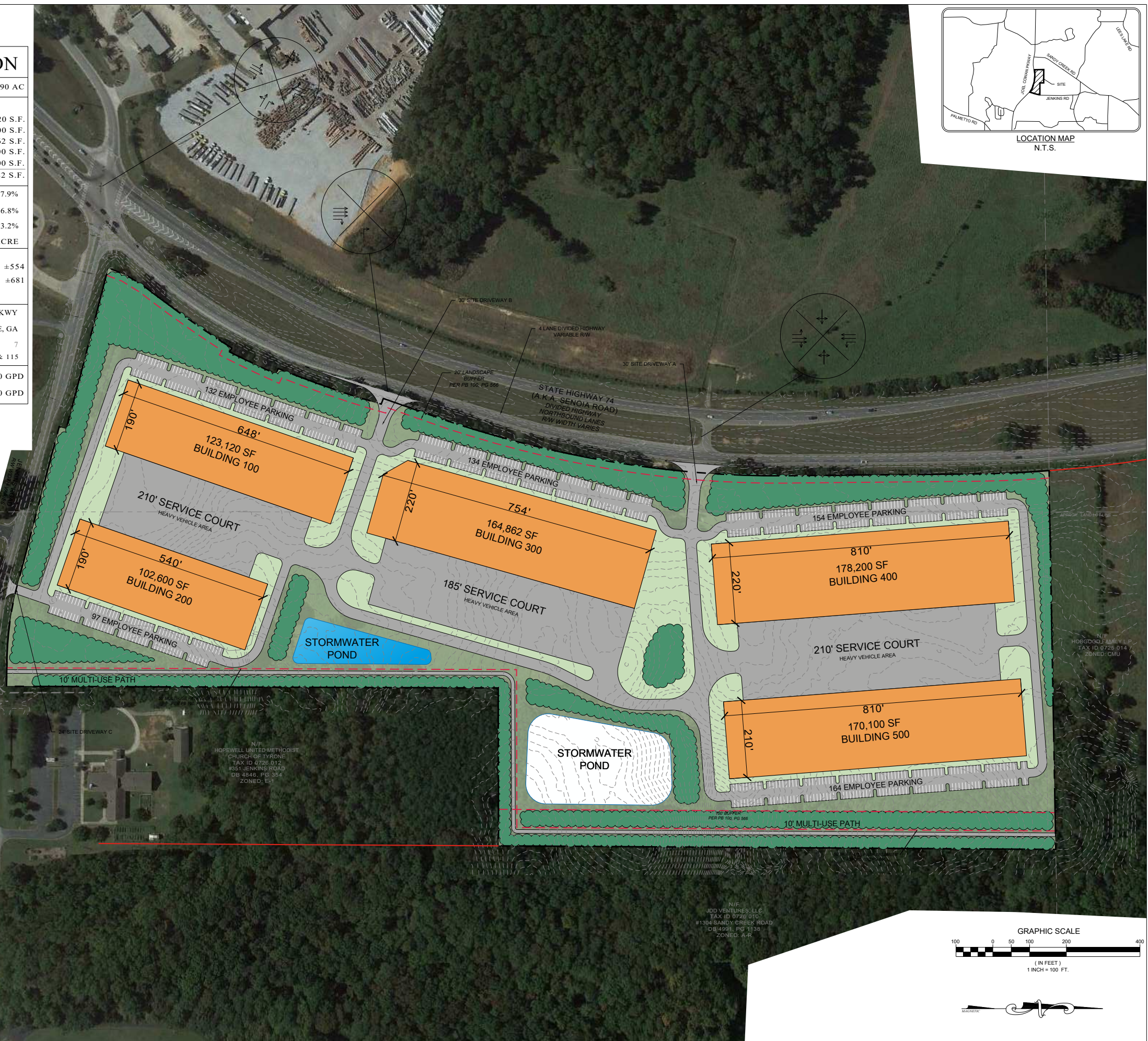
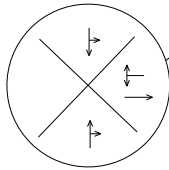
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LANDSCAPE ARCHITECTURE

EASTGROUP - HIGHWAY 74
BUSINESS TECH PARK

LANDLOT 110 & 115
7TH DISTRICT
FAYETTE COUNTY, GEORGIA
STATE HUGHWAY 74

[illegible]

DRI #3628
HIGHWAY 74 BUSINESS
TECH PARK

DATE:	05/24/2022
DRAWN BY:	FEI LI
PROJECT MANAGER:	WESLEY REED P.E.
QA/QC CHECK:	

PROJECT NO.

2-041

SHEET NO.

DRI

NOT ISSUED FOR
CONSTRUCTION

APPENDIX B

Trip Generation Analysis

Trip Generation Analysis (10th Ed. with <i>2nd Edition Handbook Daily IC & 3rd Edition AM/PM IC</i>) Highway 74 Business Tech Park DRI #3628 Town of Tyrone, GA								
Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
150 Warehousing	738,882 s.f.	1,212	114	88	26	116	31	85
Gross Trips		1,212	114	88	26	116	31	85
Truck Trips (ITE 10th Edition Supplement)		406	15	8	7	22	11	11
<i>Mixed-Use Reductions</i>		0	0	0	0	0	0	0
<i>Alternative Mode Reductions</i>		0	0	0	0	0	0	0
Adjusted Truck Trips		406	15	8	7	22	11	11
Car Trips (Total Non-Truck Trips)		806	99	80	19	94	20	74
<i>Mixed-Use Reductions</i>		0	0	0	0	0	0	0
<i>Alternative Mode Reductions</i>		0	0	0	0	0	0	0
Adjusted Car Trips		806	99	80	19	94	20	74
<i>Mixed-Use Reductions - TOTAL</i>		0	0	0	0	0	0	0
<i>Alternative Mode Reductions - TOTAL</i>		0	0	0	0	0	0	0
<i>Pass-By Reductions - TOTAL</i>		0	0	0	0	0	0	0
New Trips		1,212	114	88	26	116	31	85
Driveway Volumes		1,212	114	88	26	116	31	85

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APPENDIX C

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT**Intersection #1: Joel Cowan Parkway (SR 74) @ Laurelmont Drive / Sandy Creek Road
AM PEAK HOUR**

Description	Joel Cowan Parkway (SR 74)			Joel Cowan Parkway (SR 74)			Laurelmont Drive			Sandy Creek Road		
	<u>Northbound</u>			<u>Southbound</u>			<u>Eastbound</u>			<u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	25	1,309	54	388	1,061	8	0	0	52	0	0	190
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	97	2	9	89	0	0	0	3	0	0	4
Heavy Vehicle %	2%	7%	4%	2%	8%	2%	0%	0%	6%	0%	0%	2%
Peak Hour Factor	0.96			0.96			0.96			0.96		
Covid Calibration Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Adjusted 2022 Volumes	28	1479	61	438	1199	9	0	0	59	0	0	215
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
2024 Background Traffic	29	1,539	63	456	1,247	9	0	0	61	0	0	224
2024 No-Build Heavy Vehicle %	2%	7%	4%	2%	8%	2%	0%	0%	6%	0%	0%	2%
Project Trips												
Trip Distribution IN					85%							
Trip Distribution OUT		85%										
Truck Trips	0	6	0	0	7	0	0	0	0	0	0	0
Trip Distribution IN					30%							
Trip Distribution OUT		30%										
Car Trips	0	6	0	0	24	0	0	0	0	0	0	0
Total Project Trips	0	12	0	0	31	0	0	0	0	0	0	0
2024 Buildout Total	29	1,551	63	456	1,278	9	0	0	61	0	0	224
2024 Build Heavy Vehicle %	2%	8%	4%	2%	9%	2%	0%	0%	6%	0%	0%	2%

PM PEAK HOUR

Description	Joel Cowan Parkway (SR 74)			Joel Cowan Parkway (SR 74)			Laurelmont Drive			Sandy Creek Road		
	<u>Northbound</u>			<u>Southbound</u>			<u>Eastbound</u>			<u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	22	1,248	51	319	1,318	17	0	0	24	0	0	396
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	58	0	7	39	0	0	0	0	0	0	16
Heavy Vehicle %	2%	5%	2%	2%	3%	2%	0%	0%	2%	0%	0%	4%
Peak Hour Factor	0.97			0.97			0.97			0.97		
Covid Calibration Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Adjusted 2022 Volumes	26	1473	60	376	1555	20	0	0	28	0	0	467
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
2024 Background Traffic	27	1,533	62	391	1,618	21	0	0	29	0	0	486
2024 No-Build Heavy Vehicle %	2%	5%	2%	2%	3%	2%	0%	0%	2%	0%	0%	4%
Project Trips												
Trip Distribution IN					85%							
Trip Distribution OUT		85%										
Truck Trips	0	9	0	0	9	0	0	0	0	0	0	0
Trip Distribution IN					30%							
Trip Distribution OUT		30%										
Car Trips	0	22	0	0	6	0	0	0	0	0	0	0
Total Project Trips	0	31	0	0	15	0	0	0	0	0	0	0
2024 Buildout Total	27	1,564	62	391	1,633	21	0	0	29	0	0	486
2024 Build Heavy Vehicle %	2%	5%	2%	2%	3%	2%	0%	0%	2%	0%	0%	4%

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INTERSECTION VOLUME DEVELOPMENT**Intersection #2: Joel Cowan Parkway (SR 74) @ Peggy Lane / Jenkins Road
AM PEAK HOUR**

Description	Joel Cowan Parkway (SR 74)			Joel Cowan Parkway (SR 74)			Peggy Lane			Jenkins Road		
	<u>Northbound</u>			<u>Southbound</u>			<u>Eastbound</u>			<u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	24	1,273	241	141	878	30	27	0	12	164	6	131
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	13	74	8	6	83	20	26	0	9	4	2	7
Heavy Vehicle %	54%	6%	3%	4%	9%	67%	96%	0%	75%	2%	33%	5%
Peak Hour Factor	0.96			0.96			0.96			0.96		
Covid Calibration Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Adjusted 2022 Volumes	27	1438	272	159	992	34	31	0	14	185	7	148
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
2024 Background Traffic	28	1,496	283	165	1,032	35	32	0	15	192	7	154
2024 No-Build Heavy Vehicle %	54%	6%	3%	4%	9%	67%	97%	0%	73%	2%	35%	5%
Project Trips												
Trip Distribution IN		10%	5%									
Trip Distribution OUT					10%					5%		
Truck Trips	0	1	1	0	1	0	0	0	0	1	0	0
Trip Distribution IN		40%	10%									
Trip Distribution OUT					30%					20%		
Car Trips	0	32	8	0	6	0	0	0	0	4	0	0
Total Project Trips	0	33	9	0	7	0	0	0	0	5	0	0
2024 Buildout Total	28	1,529	292	165	1,039	35	32	0	15	197	7	154
2024 Build Heavy Vehicle %	54%	6%	4%	4%	9%	67%	97%	0%	73%	3%	35%	5%

PM PEAK HOUR

Description	Joel Cowan Parkway (SR 74)			Joel Cowan Parkway (SR 74)			Peggy Lane			Jenkins Road		
	<u>Northbound</u>			<u>Southbound</u>			<u>Eastbound</u>			<u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	5	1,222	128	53	1,246	10	24	6	22	228	0	57
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	56	2	0	25	6	4	0	6	3	0	0
Heavy Vehicle %	2%	5%	2%	2%	2%	60%	17%	2%	27%	2%	0%	2%
Peak Hour Factor	0.96			0.96			0.96			0.96		
Covid Calibration Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Adjusted 2022 Volumes	6	1442	151	63	1470	12	28	7	26	269	0	67
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
2024 Background Traffic	6	1,500	157	66	1,529	12	29	7	27	280	0	70
2024 No-Build Heavy Vehicle %	2%	5%	2%	2%	2%	62%	17%	2%	27%	2%	0%	2%
Project Trips												
Trip Distribution IN		10%	5%									
Trip Distribution OUT					10%					5%		
Truck Trips	0	1	1	0	1	0	0	0	0	1	0	0
Trip Distribution IN		40%	10%									
Trip Distribution OUT					30%					20%		
Car Trips	0	8	2	0	22	0	0	0	0	15	0	0
Total Project Trips	0	9	3	0	23	0	0	0	0	16	0	0
2024 Buildout Total	6	1,509	160	66	1,552	12	29	7	27	296	0	70
2024 Build Heavy Vehicle %	2%	5%	3%	2%	2%	62%	17%	2%	27%	2%	0%	2%

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INTERSECTION VOLUME DEVELOPMENT**Intersection #3: Ellison Road @ Jenkins Road
AM PEAK HOUR**

Description	Ellison Road Northbound			Ellison Road Southbound			Jenkins Road Eastbound			Jenkins Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	67	29	3	1	43	347	185	24	36	2	28	1
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	2	0	0	0	1	9	6	0	3	0	0	0
Heavy Vehicle %	3%	2%	2%	2%	2%	3%	3%	2%	8%	2%	2%	2%
Peak Hour Factor	0.85			0.85			0.85			0.85		
Covid Calibration Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Adjusted 2022 Volumes	76	33	3	1	49	392	209	27	41	2	32	1
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
2024 Background Traffic	79	34	3	1	51	408	217	28	43	2	33	1
2024 No-Build Heavy Vehicle %	3%	2%	2%	2%	2%	3%	3%	2%	8%	2%	2%	2%
Project Trips												
Trip Distribution IN												
Trip Distribution OUT												
Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN						20%						
Trip Distribution OUT							20%					
Car Trips	0	0	0	0	0	16	4	0	0	0	0	0
Total Project Trips	0	0	0	0	0	16	4	0	0	0	0	0
2024 Buildout Total	79	34	3	1	51	424	221	28	43	2	33	1
2024 Build Heavy Vehicle %	3%	2%	2%	2%	2%	2%	3%	2%	8%	2%	2%	2%

PM PEAK HOUR

Description	Ellison Road Northbound			Ellison Road Southbound			Jenkins Road Eastbound			Jenkins Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	7	50	3	0	72	122	144	26	38	0	12	2
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	3	2	0	1	8	6	1	1	0	2	0
Heavy Vehicle %	14%	6%	67%	0%	2%	7%	4%	4%	3%	0%	17%	2%
Peak Hour Factor	0.81			0.81			0.81			0.81		
Covid Calibration Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Adjusted 2022 Volumes	8	59	4	0	85	144	170	31	45	0	14	2
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
2024 Background Traffic	8	61	4	0	88	150	177	32	47	0	15	2
2024 No-Build Heavy Vehicle %	15%	6%	69%	0%	2%	7%	4%	4%	3%	0%	16%	2%
Project Trips												
Trip Distribution IN												
Trip Distribution OUT												
Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN						20%						
Trip Distribution OUT							20%					
Car Trips	0	0	0	0	0	4	15	0	0	0	0	0
Total Project Trips	0	0	0	0	0	4	15	0	0	0	0	0
2024 Buildout Total	8	61	4	0	88	154	192	32	47	0	15	2
2024 Build Heavy Vehicle %	15%	6%	69%	0%	2%	6%	4%	4%	3%	0%	16%	2%

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INTERSECTION VOLUME DEVELOPMENT

Intersection #4: Joel Cowan Parkway (SR 74) @ Site Driveway A AM PEAK HOUR

Description	Joel Cowan Parkway (SR 74)			Joel Cowan Parkway (SR 74)			Eastbound			Site Driveway A		
	Northbound			Southbound			Left Through Right			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	1,431	0	0	1,049	0	0	0	0	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	107	0	0	109	0	0	0	0	0	0	0
Heavy Vehicle %	0%	7%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.96			0.96			0.96			0.96		
Covid Calibration Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Adjusted 2022 Volumes	0	1617	0	0	1185	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
2024 Background Traffic	0	1,682	0	0	1,233	0	0	0	0	0	0	0
2024 No-Build Heavy Vehicle %	0%	7%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Project Trips												
Trip Distribution IN			5%	85%								
Trip Distribution OUT		30%								10%		55%
Truck Trips	0	2	1	7	0	0	0	0	0	1	0	4
Trip Distribution IN			10%	30%								
Trip Distribution OUT		15%								30%		15%
Car Trips	0	3	8	24	0	0	0	0	0	6	0	3
Total Project Trips	0	5	9	31	0	0	0	0	0	7	0	7
2024 Buildout Total	0	1,687	9	31	1,233	0	0	0	0	7	0	7
2024 Build Heavy Vehicle %	0%	8%	11%	23%	10%	0%	0%	0%	0%	14%	0%	57%

PM PEAK HOUR

Description	Joel Cowan Parkway (SR 74)			Joel Cowan Parkway (SR 74)			Eastbound			Site Driveway A		
	Northbound			Southbound			Left Through Right			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	1,303	0	0	1,309	0	0	0	0	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	60	0	0	31	0	0	0	0	0	0	0
Heavy Vehicle %	0%	5%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.96			0.96			0.96			0.96		
Covid Calibration Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Adjusted 2022 Volumes	0	1538	0	0	1545	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
2024 Background Traffic	0	1,600	0	0	1,607	0	0	0	0	0	0	0
2024 No-Build Heavy Vehicle %	0%	5%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Project Trips												
Trip Distribution IN			5%	85%								
Trip Distribution OUT		30%								10%		55%
Truck Trips	0	3	1	9	0	0	0	0	0	1	0	6
Trip Distribution IN			10%	30%								
Trip Distribution OUT		15%								30%		15%
Car Trips	0	11	2	6	0	0	0	0	0	22	0	11
Total Project Trips	0	14	3	15	0	0	0	0	0	23	0	17
2024 Buildout Total	0	1,614	3	15	1,607	0	0	0	0	23	0	17
2024 Build Heavy Vehicle %	0%	5%	33%	60%	2%	0%	0%	0%	0%	4%	0%	35%

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INTERSECTION VOLUME DEVELOPMENT

Intersection #5: Joel Cowan Parkway (SR 74) @ Site Driveway B **AM PEAK HOUR**

Description	Joel Cowan Parkway (SR 74)			Joel Cowan Parkway (SR 74)			Eastbound			Site Driveway B		
	Northbound			Southbound			Westbound					
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	1,431	0	0	1,049	0	0	0	0	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	107	0	0	109	0	0	0	0	0	0	0
Heavy Vehicle %	0%	7%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.96			0.96			0.96			0.96		
Covid Calibration Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Adjusted 2022 Volumes	0	1617	0	0	1185	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
2024 Background Traffic	0	1,682	0	0	1,233	0	0	0	0	0	0	0
2024 No-Build Heavy Vehicle %	0%	7%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Project Trips												
Trip Distribution IN		5%	5%									
Trip Distribution OUT					10%							30%
Truck Trips	0	1	1	0	1	0	0	0	0	0	0	2
Trip Distribution IN		10%	30%									
Trip Distribution OUT					30%							15%
Car Trips	0	8	24	0	6	0	0	0	0	0	0	3
Total Project Trips	0	9	25	0	7	0	0	0	0	0	0	5
2024 Buildout Total	0	1,691	25	0	1,240	0	0	0	0	0	0	5
2024 Build Heavy Vehicle %	0%	7%	4%	0%	10%	0%	0%	0%	0%	0%	0%	40%

PM PEAK HOUR

Description	Joel Cowan Parkway (SR 74)			Joel Cowan Parkway (SR 74)			Eastbound			Site Driveway B		
	Northbound			Southbound			Westbound					
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	1,303	0	0	1,309	0	0	0	0	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	60	0	0	31	0	0	0	0	0	0	0
Heavy Vehicle %	0%	5%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.96			0.96			0.96			0.96		
Covid Calibration Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Adjusted 2022 Volumes	0	1538	0	0	1545	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
2024 Background Traffic	0	1,600	0	0	1,607	0	0	0	0	0	0	0
2024 No-Build Heavy Vehicle %	0%	5%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Project Trips												
Trip Distribution IN		5%	5%									
Trip Distribution OUT					10%							30%
Truck Trips	0	1	1	0	1	0	0	0	0	0	0	3
Trip Distribution IN		10%	30%									
Trip Distribution OUT					30%							15%
Car Trips	0	2	6	0	22	0	0	0	0	0	0	11
Total Project Trips	0	3	7	0	23	0	0	0	0	0	0	14
2024 Buildout Total	0	1,603	7	0	1,630	0	0	0	0	0	0	14
2024 Build Heavy Vehicle %	0%	5%	14%	0%	2%	0%	0%	0%	0%	0%	0%	21%

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INTERSECTION VOLUME DEVELOPMENT**Intersection #6: Jenkins Road @ Site Driveway C
AM PEAK HOUR**

Description	Northbound			Site Driveway C Southbound			Jenkins Road Eastbound			Jenkins Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	0	0	0	0	382	0	0	301	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	14	0	0	13	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	0%
Peak Hour Factor	0.96			0.96			0.96			0.96		
Covid Calibration Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Adjusted 2022 Volumes	0	0	0	0	0	0	0	432	0	0	340	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
2024 Background Traffic	0	0	0	0	0	0	0	449	0	0	354	0
2024 No-Build Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	0%
Project Trips												
Trip Distribution IN							5%					
Trip Distribution OUT						5%						
Truck Trips	0	0	0	0	0	1	1	0	0	0	0	0
Trip Distribution IN							10%					20%
Trip Distribution OUT				20%		20%						
Car Trips	0	0	0	4	0	4	8	0	0	0	0	16
Total Project Trips	0	0	0	4	0	5	9	0	0	0	0	16
2024 Buildout Total	0	0	0	4	0	5	9	449	0	0	354	16
2024 Build Heavy Vehicle %	0%	0%	0%	2%	0%	20%	11%	4%	0%	0%	4%	2%

PM PEAK HOUR

Description	Northbound			Site Driveway C Southbound			Jenkins Road Eastbound			Jenkins Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	0	0	0	0	187	0	0	285	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	2	0	0	3	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor	0.96			0.96			0.96			0.96		
Covid Calibration Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Adjusted 2022 Volumes	0	0	0	0	0	0	0	221	0	0	336	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
2024 Background Traffic	0	0	0	0	0	0	0	230	0	0	350	0
2024 No-Build Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Project Trips												
Trip Distribution IN							5%					
Trip Distribution OUT						5%						
Truck Trips	0	0	0	0	0	1	1	0	0	0	0	0
Trip Distribution IN							10%					20%
Trip Distribution OUT				20%		20%						
Car Trips	0	0	0	15	0	15	2	0	0	0	0	4
Total Project Trips	0	0	0	15	0	16	3	0	0	0	0	4
2024 Buildout Total	0	0	0	15	0	16	3	230	0	0	350	4
2024 Build Heavy Vehicle %	0%	0%	0%	2%	0%	6%	33%	2%	0%	0%	2%	2%

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APPENDIX D

Programmed Project Fact Sheets

Short Title

I-85 SOUTH INTERCHANGE IMPROVEMENTS AT SR 74
(SENOIA ROAD)

GDOT Project No.

0007841

Federal ID No.

CSNHS-0007-00(841)

Status

Programmed

Service Type

Roadway / Interchange Capacity

Sponsor

City of Fairburn

Jurisdiction

Regional - Southwest

Analysis Level

In the Region's Air Quality Conformity Analysis

Existing Thru Lane

Var

LCI

☐

Planned Thru Lane

Var

Flex

☐

Network Year

2030

Corridor Length

0.4 miles

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Detailed Description and Justification

This is an interchange reconstruction to reduce congestion and provide capacity to the I-85 @ SR 74. The project involves adding turn lanes at the ends of the exit ramps and widening the SR 74 bridge to include turn lanes. The interchange will be a partial cloverleaf design as recommended in the Interchange Modification Report (IMR).

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
SCP	National Highway System	AUTH	2011	\$50,000	\$40,000	\$10,000	\$0,000	\$0,000
PE	National Highway System	AUTH	2012	\$1,463,377	\$1,170,702	\$292,675	\$0,000	\$0,000
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2016	\$852,000	\$681,600	\$170,400	\$0,000	\$0,000
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2017	\$187,500	\$150,000	\$37,500	\$0,000	\$0,000
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2021	\$574,966	\$459,973	\$114,993	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)	AUTH	2019	\$16,693,863	\$13,355,090	\$3,338,773	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)	AUTH	2020	\$13,666,137	\$10,932,910	\$2,733,227	\$0,000	\$0,000
UTL	National Highway Performance Program (NHPP)		2024	\$382,347	\$305,878	\$76,469	\$0,000	\$0,000

For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

CST	Highway Infrastructure – COVID Supplemental – 23 U.S.C. 133(b) activities in urbanized areas with a population > 200,000 (Z972)		2024	\$9,102,672	\$9,102,672	\$0,000	\$0,000	\$0,000	Section VIII, Item 4.
CST	National Highway Performance Program (NHPP)		2024	\$46,515,125	\$37,212,100	\$9,303,025	\$0,000	\$0,000	
				\$89,487,987	\$73,410,925	\$16,077,062	\$0,000	\$0,000	

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.



I-85 @ SR 74/SENOIA ROAD

Section VIII, Item 4.

Project ID: **0007841**

Project Manager: Olusola T. Adekonojo

Office: Program Delivery

County: Fulton

Congressional District: 013

State Senate District.: 035

State House District: 064, 065

Project Type: Reconstruction/Rehabilitation

Project Status: Construction Work Program

Right of Way Authorization: 4/1/2019

Notice to Proceed Date:

Construction Percent Complete: %

Current Completion Date:

Work Completion Date:

Construction Contract Amount:

Construction Contractor:

[Preconstruction Status Report](#)

[Construction Status Report](#)

[Contact Us](#)

Project Description:

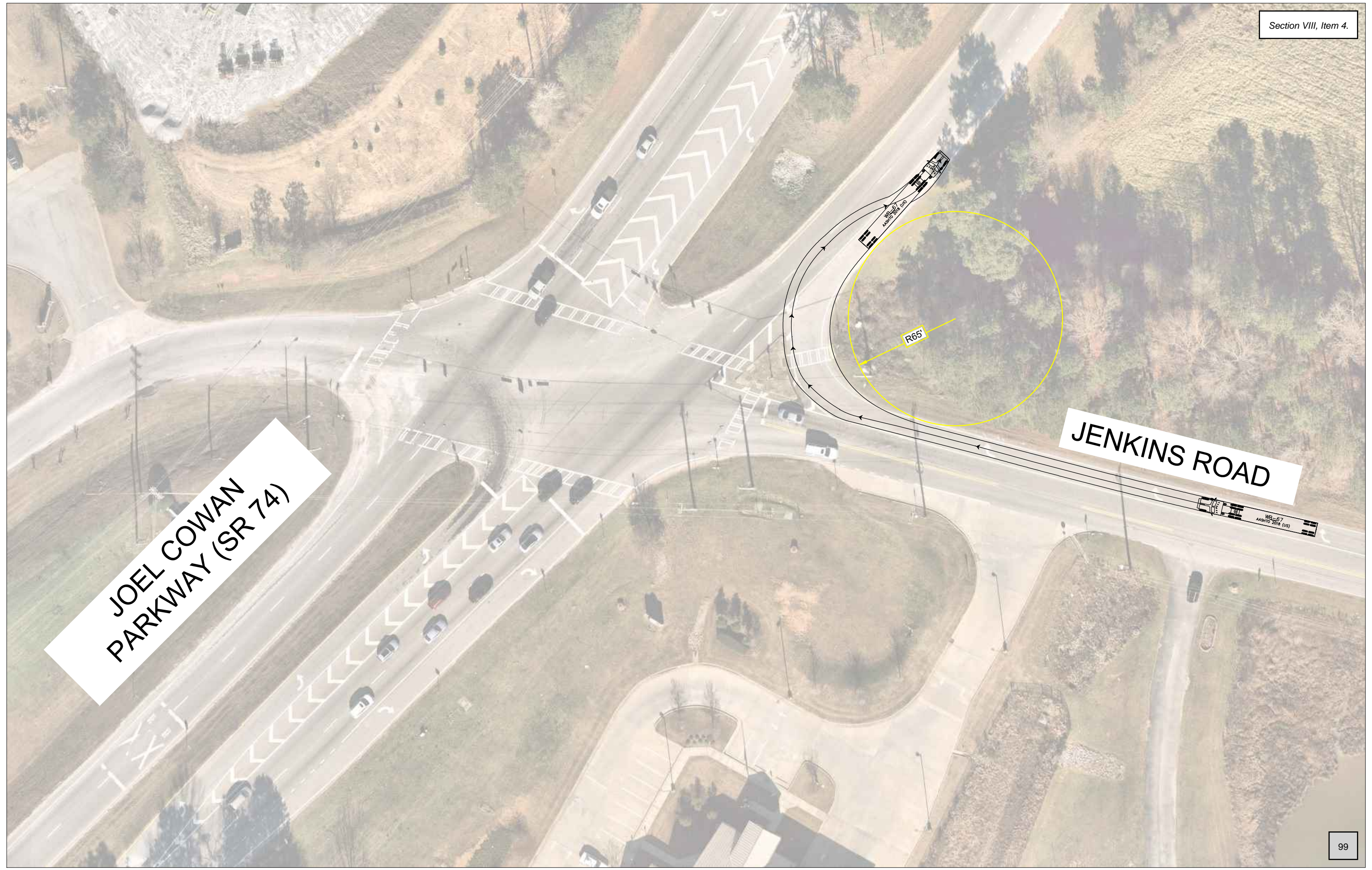
This is an interchange reconstruction to reduce congestion and provide capacity to the I-85 @ SR 74. The project involves adding turn lanes at the ends of the exit ramps and widening the SR 74 bridge to include turn lanes. Two alternatives are proposed: Diverging Diamond Interchange (DDI) and Partial cloverleaf interchange (ParClo).

Activity	Program Year	Cost Estimate	Date of Last Estimate
SCP (Scoping)	2011	\$50,000.00	
PE (Preliminary Engineering)	2012	\$1,463,376.93	4/29/2021
PE (Preliminary Engineering)	2016	\$1,614,466.00	4/29/2021
ROW (Right of Way)	2019	\$16,693,863.00	8/13/2018
ROW (Right of Way)	2020	\$13,666,137.00	8/13/2018
UTL (Utilities)	2024	\$374,850.00	10/29/2021
CST (Construction)	2024	\$45,232,450.73	1/6/2022

Project Documents
Approved Concept Reports
0007841_CR_AUG2014.pdf
0007841_L&D_AUG2018.pdf
0007841_Ads_GA_Public_SEP2018.pdf
Project Outreach Archive
Handout.pdf
0007841_NEPA_PIOH Layout 2_2012.2.28.pdf
0007841_NEPA_PIOH Handout_2012.2.28.pdf
0007841_NEPA_PIOH Layout 1_2012.2.28.pdf

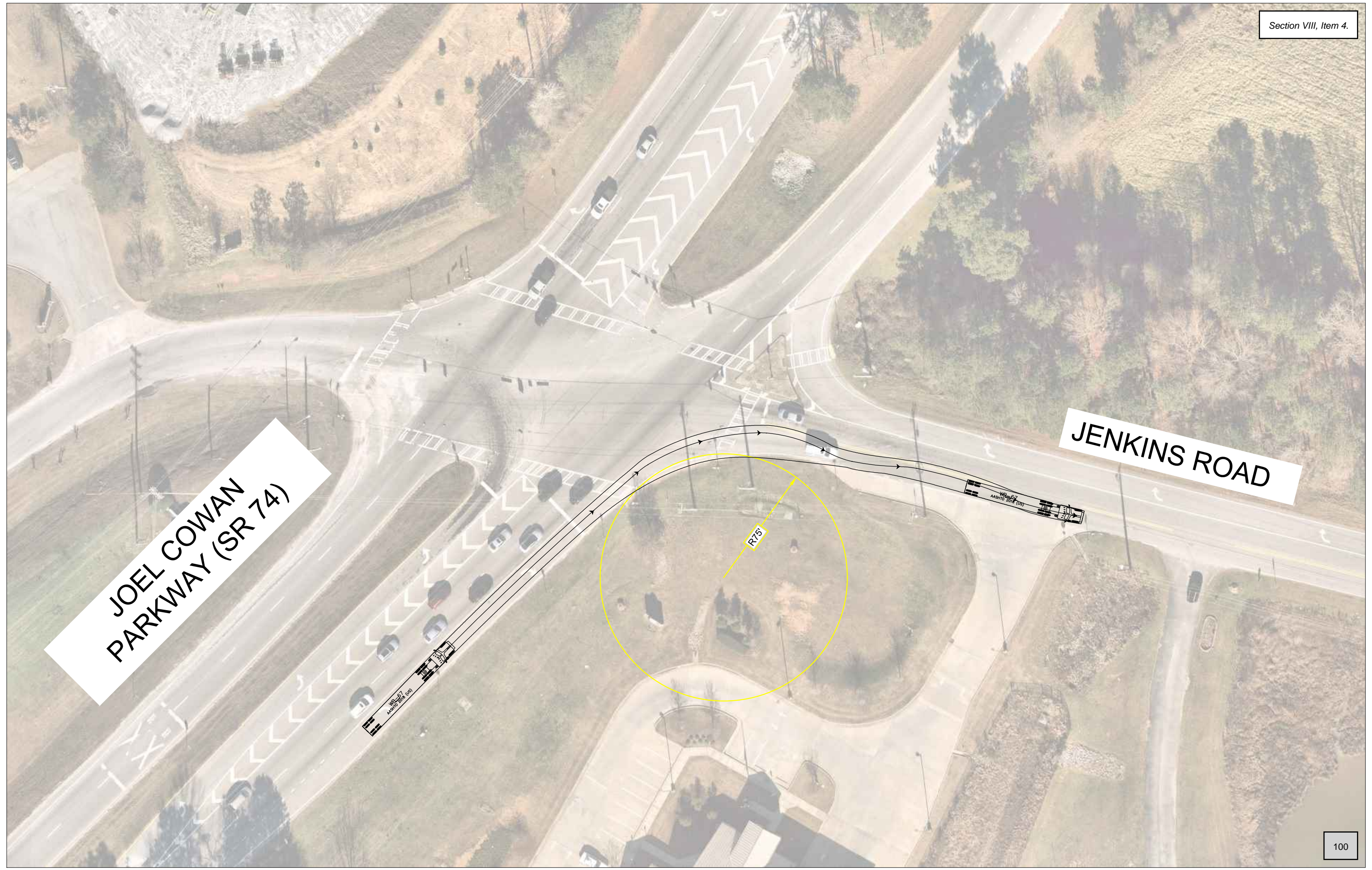
APPENDIX E

Full Page Truck Exhibits



JOEL COWAN
PARKWAY (SR 74)

JENKINS ROAD



JOEL COWAN
PARKWAY (SR 74)

JENKINS ROAD

APPENDIX F

Intersection Control Evaluation (ICE)

GDOT PI#: Request By:

County: GDOT District:

Major Road: Road Class: Speed Limit:

Crossing Road: Road Class: Speed Limit:

Major Rd Direction: Area Type:

Intersection Control: Project ID:

Prepared By: Date:

Project Purpose:

2022 EXISTING YEAR VOLUMES

APPROACH SPLITS:

SR 74: 50%
Site Dwy A: 50%

		0 (0) [0]					
		(0)	(0)	(0)	(0)		
SB SR 74	Peds	0	0	0	0	WB Site Dwy A	0 (0) [0]
	↔	↔	↔	↔			
	↔	↔	↔	↔			
	↔	↔	↔	↔			
2022 Intersection Daily Entering Volume (est):		0					
EB Site Dwy A		0	0	0	0	NB SR 74	
		(0)	(0)	(0)	(0)	0 (0) [0]	
PEAK HR % TRUCKS:							
EB	WB	NB	SB				
0%	0%	0%	0%				

Existing Data Year:

Project Opening Year:

Project Design Year:

Annual Growth Rate:

K Factor*:

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

2024 OPENING YEAR VOLUMES

		1264 (1622) [32500]					
		(0)	(0)	(1607)	(15)		
SB SR 74	Peds	0	0	1,233	31	WB Site Dwy A	0 (0) [600]
	↔	↔	↔	↔			
	↔	↔	↔	↔			
	↔	↔	↔	↔			
2024 Intersection Daily Entering Volume (est):		32,800					
EB Site Dwy A		0	1,687	9	0	NB SR 74	
		(0)	(1614)	(3)	(0)	14 (40) [600]	
LEGEND:							
000 = AM Peak Approach Volume							
(000) = PM Peak Approach Volume							
[000] = ADT Volume (Estimate)							

2044 DESIGN YEAR VOLUMES

		1863 (2404) [48100]					
		(0)	(0)	(2389)	(15)		
SB SR 74	Peds	0	0	1,832	31	WB Site Dwy A	0 (0) [600]
	↔	↔	↔	↔			
	↔	↔	↔	↔			
	↔	↔	↔	↔			
2044 Intersection Daily Entering Volume (est):		48,400					
EB Site Dwy A		0	2,505	9	0	NB SR 74	
		(0)	(2392)	(3)	(0)	14 (40) [600]	
		2514 (2395) [48100]					

Introduction In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; **or** the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the **Waiver** tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1 Screening Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to eliminate non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2 Alternative Selector Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT PI #		N/A		<p>Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2</p> <p>1. Does alternative address the project need in a balanced manner and in scale with the project?</p> <p>2. Does alternative improve safety performance in terms of reducing severe crashes?</p> <p>3. Does alternative incorporate safety, convenience operations (congestion, delay, reliability, etc.)?</p> <p>4. Does alternative improve (or preserve) traffic characteristics, constraints & location context?</p> <p>5. Does alternative appear feasible given the site respect to other project factors?</p> <p>6. Does alternative appear feasible with further evaluation in Stage 2?</p> <p>7. Overall feasible alternative (select alternative)</p> <p>Screening Decision Justification:</p>						
Project Location:		SR 74 @ Site Dwy A								
Existing Control:		New Intersection or Other								
Prepared by:		KHA								
Date:		5/26/2022								
<p>Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column</p>										
Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)										
Unsignalized Intersections	Conventional (Minor Stop)		Yes	Yes	Yes	No	Yes	Yes	Yes	Consider for Stage 2 Analysis
	Conventional (All-Way Stop)		No	Yes	No	No	No	No	No	AWS not viable due to speeds and volumes on mainline
	Mini Roundabout		No	No	No	No	No	No	No	Control not appropriate for high-speed roadway
	Single Lane Roundabout		No	Yes	No	Yes	No	No	No	Sidestreet less than 10% of overall intersection volume
	Multilane Roundabout		Yes	Yes	No	Yes	No	No	No	Sidestreet less than 10% of overall intersection volume
	RCUT (stop control)		Yes	Yes	No	Yes	Yes	Yes	Yes	Consider for Stage 2 Analysis
	RIRO w/down stream U-Turn		Yes	Yes	No	Yes	Yes	Yes	Yes	Consider for Stage 2 Analysis
	High-T (unsignalized)		No	No	No	No	No	No	No	Not a T-intersection
	Offset-T Intersections		No	No	No	No	No	No	No	Purpose to align with existing median across street
	Diamond Interch (Stop Control)		No	No	No	No	No	No	No	Not a grade separated interchange
	Diamond Interch (RAB Control)		No	No	No	No	No	No	No	Not a grade separated interchange
	No LT Lane Improvements		No	No	No	No	No	No	No	N/A
	No RT Lane Improvements		No	No	No	No	No	No	No	N/A
	Other unsignalized (provide description):		No	No	No	No	No	No	No	N/A
Signalized Intersections	Traffic Signal		Yes	No	Yes	No	Yes	No	No	Intersection does not meet signal warrants.
	Median U-Turn (Indirect Left)		No	No	No	No	No	No	No	Intersection does not meet signal warrants.
	RCUT (signalized)		Yes	No	Yes	No	Yes	No	No	Intersection does not meet signal warrants.
	Displaced Left Turn (CFI)		No	No	No	No	No	No	No	Intersection does not meet signal warrants.
	Continuous Green-T		No	No	No	No	No	No	No	Intersection does not meet signal warrants.
	Jughandle		No	No	No	No	No	No	No	Intersection does not meet signal warrants.
	Quadrant Roadway		No	No	No	No	No	No	No	Intersection does not meet signal warrants.
	Diamond Interch (Signal Control)		No	No	No	No	No	No	No	Intersection does not meet signal warrants.
	Diverging Diamond		No	No	No	No	No	No	No	Intersection does not meet signal warrants.
	Single Point Interchange		No	No	No	No	No	No	No	Intersection does not meet signal warrants.
	No LT Lane Improvements		No	No	No	No	No	No	No	N/A
	No RT Lane Improvements		No	No	No	No	No	No	No	N/A
	Other Signalized (provide description):		No	No	No	No	No	No	No	N/A

Project Location: SR 74 @ Site Dwy A
 Existing Intersection Control: New Intersection or Other
 Type of Analysis: **Conventional Non-Safety Funded Project**

District: 3 - Thomaston
 County: Fayette
 Area: Rural
 GDOT PI #: N/A
 Prepared by: KHA
 Date: 5/26/2022

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	None		Complete Streets Warrants Met? <input type="checkbox"/> PEDESTRIANS <input type="checkbox"/> BICYCLES <input type="checkbox"/> TRANSIT
Traffic Analysis Measure of Effectiveness	Intersection Delay		
Traffic Analysis Software Used	Synchro		
Analysis Time Period	AM Peak Hr	PM Peak Hr	
2024 Opening Yr No-Build Peak Hr Intersection Delay	0.0 sec	0.0 sec	
2024 Opening Yr No-Build Peak Hr Intersection V/C	0.00	0.00	
2044 Design Yr No-Build Peak Hr Intersection Delay	0.0 sec	0.0 sec	
2044 Design Yr No-Build Peak Hr Intersection V/C ratio	0.00	0.00	

Crash Data: Enter most recent 5 years of crash data	Crash Severity					Years:
	K*	A*	B*	C*	O	5
Angle	0	0	0	0	0	#DIV/0!
Head-On	0	0	0	0	0	#DIV/0!
Rear End	0	0	0	0	0	#DIV/0!
Sideswipe - same	0	0	0	0	0	#DIV/0!
Sideswipe - opposite	0	0	0	0	0	#DIV/0!
Not Collision w/Motor Veh	0	0	0	0	0	#DIV/0!
TOTALS:	0	0	0	0	0	0

* Number of crashes resulting in injuries / fatalities, not number of persons

Alternatives Analysis:

Proposed Control Type/Improvement:

Project Cost: (From CostEst Worksheet)

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Conventional (Minor Stop)	Conventional (Minor Stop)	RCUT (stop control)	RIRO w/down stream U-Turn	N/A	N/A
Construction Cost	\$200,000	\$597,000	\$479,000		
ROW Cost	\$0	\$381,000	\$381,000		
Environmental Cost	\$0	\$0	\$0		
Reimbursable Utility Cost	\$0	\$8,000	\$7,000		
Design & Contingency Cost	\$0	\$154,000	\$124,000		
Cost Adjustment (justification req'd)	0%	0%	0%		
Total Cost	\$200,000	\$1,140,000	\$991,000		

Traffic Operations:

	Synchro		Synchro		Synchro				
Traffic Analysis Software Used	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr			
Analysis Period	130.8 sec	215.8 sec	110.0 sec	122.9 sec	109.0 sec	122.9 sec			
2044 Design Yr Build Intersection Delay	0.35	0.85	0.19	0.36	0.19	0.36			
2044 Design Yr Build Intersection V/C									

Safety Analysis:

Predefined CRF: PDO	0%	0%	0%		
Predefined CRF: Fatal/Inj	0%	0%	0%		
Predefined CRF Source:	CRF unavailable; provide user defined CRF below	CRF unavailable; provide user defined CRF below	CRF unavailable; provide user defined CRF below		
User Defined CRF: PDO					
User Defined CRF: Fatal/Inj					
User Defined CRF Source (write in if applicable):					

Environmental Impacts:¹

Historic District/Property	None	None	None		
Archaeology Resources	None	None	None		
Graveyard	None	None	None		
Stream	None	None	None		
Underground Tank/Hazmat	None	None	None		
Park Land	None	None	None		
EJ Community	None	None	None		
Wooded Area	None	None	None		
Wetland	None	None	None		

Note: If environmental impact is significant (RED), provide justification impact won't jeopardize project delivery using "Env" worksheet

¹ Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept report

Stakeholder Posture:

Local Community Support	Unknown	Unknown	Unknown		
GDOT Support	Unknown	Unknown	Unknown		

Final ICE Stage 2 Score:	5.5	4.8	5.3		
Rank of Control Type Alternatives:	1	3	2		
Final Intersection Control Selection:	1 - Conventional (Minor Stop)				

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):
 Synchro 11 used for analysis. RCUT/RIRO delay and v/c includes weighted average of westbound movement and corresponding displaced u-turn and travel time (worst approach). Conventional minor stop with turn left delay and v/c represents worst approach (westbound left). Cost override tool used to include cost of conventional driveway.

Project Information

Location: SR 74 @ Site Dwy A
Existing Intersection Control: New Intersection or Other
Type of Analysis: Conventional Non-Safety Funded Project

County: Fayette
GDOT District: 3 - Thomaston
Area Type: Rural

Project#: N/A
Date: 5/26/2022
Preparer: KHA

Table 1: Existing Conditions

Movement	NB SR 74			SB SR 74			EB Site Dwy A			WB Site Dwy A		
	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn
Number of Lanes	1	2	0	1	2	0	0	0	0	0	0	0
Lane Widths*	12'	12'	0'	12'	12'	0'	0'	0'	0'	0'	0'	0'
Bay Length**	0'		0'	0'		0'	0'		0'	0'		0'
Median Width		0'			0'			0'			0'	
Right-of-Way	0'						0'					

Table 2: Proposed Conditions

	Conventional (Minor Stop)	RCUT (stop control)	RIO w/down stream U-Turn	N/A	N/A
Proposed Pavement Type	F.D. Asphalt	F.D. Asphalt	F.D. Asphalt	None	None
Reimbursable Utility:	Minimal	Minimal	Minimal	Minimal	Minimal
# of Driveway(s) Impacted	0	0	0	0	0
Modify/Replace Traffic Signal*	0	0	0	0	0
Lighting Poles (ea)	0	0	0	0	0
Flashing Beacons (ea)	0	0	0	0	0
RFB/PHB Ped Crossings (ea)	0	0	0	0	0
New/Replace Sidewalks (LF)	0'	0'	0'	0'	0'
New/Replace Cross Drains (LF)	0'	0'	0'	0'	0'
New/Replace Guardrail (LF)	0'	0'	0'	0'	0'
New Retaining Wall (LF)	0'	0'	0'	0'	0'
Bridge/New/Widen/Replace (sqft)	0	0	0	0	0
Add'l ROW/Easements/Demolition	\$0	\$0	\$0	\$0	\$0

Site Context

Topography:	Level
Traffic Mgmt Plan:	Maintain Traffic
Project Size:	Single Intersection

Intersections

Signal Poles	Mast Arm
Design Vehicle	WB-67
Existing Interchange?	No

Roundabouts

Inscribed DIA - Mini	80
Inscribed DIA - Single	140
Inscribed DIA - Multi	180
Circulating Lane Width	18

Cost Multipliers

Grading Complete:	15%
Reimbursable Utility:	2%
Traffic Control:	20%
Project Size:	0%
Prelim Engineering:	15%
Project Contingency:	20%

ROW Costs

Prevalent ROW Type:	Mixed (Average)
ROW Cost/Acre:	\$183,413
ROW Multiplier:	1.4

Table 3: Control Type Cost Breakdown

Pay Item	Per Ln Mi Unit Cost	Unit Cost	Conventional (Minor Stop)		RCUT (stop control)		RIO w/down stream U-Turn		N/A		N/A	
			Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
New Construction (Base & Pave)	\$500K/LM	\$9.47/sqft	0	\$0	29,358	\$278,012	22,158	\$209,831	#N/A	#N/A		
Roadway Mill and Overlay	\$64K/LM	\$1.21/sqft	0	\$0	0	\$0	0	\$0	#N/A	#N/A		
Urban C&G/Drainage - both sides	441-6720	\$22.00/LF	0	\$0	0	\$0	0	\$0	#N/A	#N/A		
Rural Typ Drainage - both sides	\$150K/LM	\$2.84/LF	0	\$0	3,720	\$10,568	3,720	\$10,568	#N/A	#N/A		
Concrete Island (sqyd)	n/a	\$75.49/syd	0	\$0	500	\$37,745	250	\$18,873	#N/A	#N/A		
Median Landscaping	\$100K/LM	\$1.89/LF	0	\$0	5,580	\$10,568	5,580	\$10,568	#N/A	#N/A		
Typical Driveways Impacted (ea)	n/a	\$7,500 ea	0	\$0	0	\$0	0	\$0	#N/A	#N/A		
Typical E&S Control Temp/Perm	\$150K/LM	\$34.09/LF	0	\$0	1,860	\$63,409	1,860	\$63,409	#N/A	#N/A		
Roundabout Truck Apron (sqft)	n/a	\$23.00/sqft	0	\$0	0	\$0	0	\$0	#N/A	#N/A		
Signing & Marking	\$0	\$22.73/LF	0	\$0	1,860	\$42,278	1,860	\$42,278	#N/A	#N/A		
Flashing Beacon (ea)	n/a	\$20,000 ea	0	\$0	0	\$0	0	\$0	#N/A	#N/A		
New Traffic Signal (Mast Arms)	674-1000	\$182,575	0	\$0	0	\$0	0	\$0	#N/A	#N/A		
Lighting (per pole)	n/a	\$4,700 ea	0	\$0	0	\$0	0	\$0	#N/A	#N/A		
Signalized Ped Crossings (ea)	n/a	\$5,782 ea	0	\$0	0	\$0	0	\$0	#N/A	#N/A		
6' Sidewalk (LF)	n/a	\$41.95/LF	0	\$0	0	\$0	0	\$0	#N/A	#N/A		
New/replace cross drains (LF)	n/a	\$56.37/LF	0	\$0	0	\$0	0	\$0	#N/A	#N/A		
Typical Guardrail (LF)	n/a	\$70.00/LF	0	\$0	0	\$0	0	\$0	#N/A	#N/A		
Retaining Wall (LF)	n/a	\$633.25/LF	0	\$0	0	\$0	0	\$0	#N/A	#N/A		
Bridge widen/replace (SF)	n/a	\$210/sqft	0	\$0	0	\$0	0	\$0	#N/A	#N/A		
Env Costs (from Stage 2 impacts)	n/a	n/a	0	\$0	0	\$0	0	\$0	#N/A	#N/A		
Grading Complete - 15%	n/a	n/a		\$0		\$66,387		\$53,329		#N/A		
Traffic Control - 20%	n/a	n/a		\$0		\$88,516		\$71,105		#N/A		
Reimbursable Utility	n/a	n/a		\$0		\$8,852		\$7,111		#N/A		
Preliminary Engineering - 15%	n/a	n/a		\$0		\$66,387		\$53,329		#N/A		
Contingency - 20%	n/a	n/a		\$0		\$88,516		\$71,105		#N/A		
ROW Cost/Acre: Mixed (Average)	n/a	\$183,413/ac		\$0		\$272,846		\$272,846		#N/A		
Add'l ROW / Displacement / Demo	n/a	n/a		\$0		\$0		\$0		#N/A		
ROW Multiplier - 1.4	n/a	n/a		\$0		\$109,138		\$109,138		#N/A		
Project Scale Reduction - 0.0%	n/a	n/a		\$0		\$0		\$0		#N/A		
Grand Total Costs				\$0		\$1,143,000		\$993,000		#N/A		

Table 4: Assumption Adjustments/Quantity Overrides

Alternative Evaluated	Assumptions:	Pavement	Calculated ROW (ac)	User Override*	Calculated Pavement	User Override*	Major ST Const Limits	User Override*	Minor ST Const Limits	User Override*
Conventional (Minor Stop)	N/A	F.D. Asphalt	0.00	0.0	0	0.0	110	0.0	50	0.0
RCUT (stop control)	Loons/Leftovers Only	F.D. Asphalt	1.49	0.0	29,358	0.0	1,360	0.0	500	0.0
RIO w/down stream U-Turn	Loons/Leftovers Only	F.D. Asphalt	1.49	0.0	22,158	0.0	1,360	0.0	500	0.0
N/A	#N/A	None	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
N/A	#N/A	None	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A



REGIONAL REVIEW FINDING

Atlanta Regional Commission • 229 Peachtree Street NE | Suite 100 | Atlanta, Georgia 30303 • ph: 404.463.3100 fax: 404.463.3205 • atlantaregional.org

DATE: July 21, 2022

TO: Mayor Eric Dial, Town of Tyrone
 ATTN TO: Phillip Trocquet, Town Planner, Town of Tyrone
 FROM: Mike Alexander, Director, ARC Center for Livable Communities
 RE: Development of Regional Impact (DRI) Review

ARC has completed a regional review of the below DRI. ARC reviewed the DRI's relationship to regional plans, goals and policies – and impacts it may have on the activities, plans, goals and policies of other local jurisdictions as well as state, federal and other agencies. This final report does not address whether the DRI is or is not in the best interest of the host local government.

Name of Proposal: Highway 74 Business Tech Park DRI 3628

Submitting Local Government: Town of Tyrone

Date Opened: July 5, 2022

Date Closed: July 21, 2022

Description: A DRI review of a proposal to construct 733,882 SF of warehouse distribution facility space in five buildings on a 61 acre site off of SR 74/Joel Cowan Parkway at Jenkins Road in the Town of Tyrone in Fayette County.

Comments:

Key Comments

The project site is designated as Developing Suburbs in ARC's Atlanta Region's Plan. The project is partially aligned – given its retention of over 40% of the site as open space – with the Plan's growth policy recommendation for Developing Suburbs which state: "There is a need in these areas for additional preservation of critical environmental locations and resources, as well as agricultural and forest uses." It could be better aligned with these recommendations by retaining additional undisturbed natural areas, minimizing stream buffer intrusions, and utilizing undisturbed areas for conservation purposes.

It appears that the headwaters of a mapped stream are located in the area of the southern stormwater pond; the actual location of the stream will need to be identified to definitively determine if any stream buffer requirements apply on this site.

The site located within the Whitewater Creek Water Supply Watershed which is a public water supply source for both the City of Fayetteville and Fayette County and is subject to related regulations on total impervious

cover and stream buffers; Town of Tyrone staff will need to review the local and state watershed regulations to determine what regulations may apply to the project.

The project is expected to generate approximately 1,324 daily new car trips; a number of improvements to mitigate project generated vehicular traffic are identified in the TIS.

No sidewalks are shown on the site plan, but the TIS states that sidewalks will be provided between buildings. A multi-use trail is proposed on the east side of the project that will connect to Peachtree City; careful alignment of the trail with connecting segments to the north and south will be key to making it viable.

Incorporation of green stormwater and heat island mitigation designs for the roughly 681 surface car parking spaces proposed would be supportive of regional environmental policies.

General Comments

The Atlanta Region's Plan, developed by ARC in close coordination with partner local governments, is intended to broadly guide regional development in the 12-county metro region to ensure that required infrastructure and resources are in place to support continued economic development and prosperity for the region. The Plan assigns a relevant growth category designation to all areas in the region and provides corresponding growth policy recommendations for each category.

The site of this DRI is designated in the Plan as Developing Suburbs. The Plan's general information and policy recommendations for Developing Suburbs areas are provided at the end of these comments.

Transportation and Mobility Comments

ARC's Transportation Access and Mobility Group full comments are attached.

The project is expected to generate approximately 1,324 daily new car trips; a number of improvements to mitigate project generated vehicular traffic are identified in the TIS.

A total of 681 parking spaces are provided; no EV charging stations appear to be proposed. Provision of some EV charging spaces would be supportive of regional EV infrastructure goals.

No sidewalks are shown on the site plan. Sidewalks between buildings connecting to a future external sidewalk system or transit opportunities are considered a minimum component of a multi-modal transportation strategy. The proposed multi-use trail on the east side of the project is a positive feature but it will need to be integrated with connecting segments to the north and south to ensure its viability. Care should be taken to ensure that the constructed development provides an interconnected, functional, clearly marked and comfortable pedestrian experience on all driveways, paths, entrances, and parking areas. To the maximum extent possible, new driveways and intersection corners where pedestrians will

cross should be constructed with minimal curb radii to reduce speeds of turning vehicles and decrease crossing distances for pedestrians.

ARC Natural Resources Group Comments

ARC's Natural Resources Group full comments are attached.

The proposed project site plan shows no blue line streams on the property. The USGS coverage for the project area shows an unnamed tributary to Whitewater Creek ending in a pond at or near the eastern boundary of the property in the approximate area of the larger stormwater pond shown on the site plan. The precise location of the stream will need to be identified to definitively determine if any stream buffer requirements apply on this site. In addition to the Part 5 criteria listed above, the City of Tyrone stream buffer ordinance requires a 50-foot undisturbed buffer and a 75-foot impervious surface setback. Any unmapped streams on the property may also be subject to the City's Stream Buffer Ordinance. Any unmapped streams as well as any other waters of the state on this property are also subject to the State 25-foot Sediment and Erosion Control Buffer.

The proposed project property is located within the Whitewater Creek Water Supply Watershed which is a public water supply source for both the City of Fayetteville and Fayette County, and which is classified as a small (less than 100 square mile) water supply watershed. Under the Georgia Planning Act of 1989, all development in a small public water supply watershed is subject to the DNR Part 5 Water Supply Watershed Minimum Criteria (Chapter 391-3-16-.01, Criteria for Water Supply Watersheds) unless alternative criteria are developed and adopted by the jurisdiction according to the requirements of the Part 5 criteria and are then approved by Georgia EPD. The Part 5 criteria include an impervious limit of 25% impervious surface in the entire watershed and a 100-foot vegetative buffer and 150-foot impervious setback along all perennial streams within 7 miles upstream of a public water supply intake. Above the 7 miles, the minimum criteria halve the buffer and setback to 50 and 75 feet, respectively. The City of Tyrone has a water supply watershed protection ordinance specifically for the Line Creek and Flat Creek water supply watersheds. It does not appear to include Whitewater Creek. If Whitewater Creek is not covered under the City ordinance, the ordinance is amended and approved, as necessary, by Georgia EPD, or the Part 5 minimum criteria will apply.

Environmental Comments

The project can better support The Atlanta Region's Plan in general by incorporating other aspects of regional policy, including green infrastructure and/or low-impact design, e.g., pervious pavers, rain gardens, vegetated swales, etc., in parking areas and site driveways, and as part of any improvements to site frontages.

The Atlanta Region's Plan Growth Policy Considerations: Developing Suburbs

As detailed in ARC's Atlanta Region's Plan, Developing Suburbs are areas in the region where suburban development has occurred, and the conventional development pattern is present but not set. These areas

are characterized by residential development with pockets of commercial and industrial development. These areas represent the extent of the urban service area. There is a need in these areas for additional preservation of critical environmental locations and resources, as well as agricultural and forest uses. Limited existing infrastructure in these areas will constrain the amount of additional growth that is possible. Transportation improvements are needed within these Developing Suburbs, but care should be taken not to spur unwanted growth.

The intensity and land use of the project is not well aligned with the Atlanta Region's Plan recommendations for Developing Suburbs. The project could be made more responsive to these goals and policies by retaining additional undisturbed area, minimizing stream buffer intrusions, and dedicating undisturbed areas for conservation purposes. Town of Tyrone leadership and staff, along with the applicant team, should collaborate closely to ensure optimal sensitivity to the needs of nearby local governments, neighborhoods, and natural systems.

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW:

ATLANTA REGIONAL COMMISSION	GEORGIA DEPARTMENT OF NATURAL RESOURCE	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY	GEORGIA SOIL AND WATER CONSERVATION COMMISSION
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY	GEORGIA CONSERVANCY	FAYETTE COUNTY
CITY OF PEACHTREE CITY	CITY OF FAIRBURN	FULTON COUNTY

If you have any questions regarding this review, please contact Donald Shockey at (470) 378-1531 or dshockey@atlantaregional.org. This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.



Developments of Regional Impact

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DRI #3628

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: Tyrone
 Individual completing form: Katherine Crouch
 Telephone: 770-487-4038
 E-mail: planning@tyrone.org

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project: Highway 74 Business Tech Park
 Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Located NE of the intersection of SR 74 at Jenkins Road. Parcel ID 0726 068
 Brief Description of Project: Industrial warehousing - construction of 5 buildings that total approximately 733,882 SF of warehouse distribution facility.

Development Type:

- | | | |
|--|---|---|
| <input type="radio"/> (not selected) | <input type="radio"/> Hotels | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office | <input type="radio"/> Mixed Use | <input type="radio"/> Petroleum Storage Facilities |
| <input type="radio"/> Commercial | <input type="radio"/> Airports | <input type="radio"/> Water Supply Intakes/Reservoirs |
| <input type="radio"/> Wholesale & Distribution | <input type="radio"/> Attractions & Recreational Facilities | <input type="radio"/> Intermodal Terminals |
| <input type="radio"/> Hospitals and Health Care Facilities | <input type="radio"/> Post-Secondary Schools | <input type="radio"/> Truck Stops |
| <input type="radio"/> Housing | <input type="radio"/> Waste Handling Facilities | <input type="radio"/> Any other development types |
| <input checked="" type="radio"/> Industrial | <input type="radio"/> Quarries, Asphalt & Cement Plants | |

If other development type, describe:

Project Size (# of units, floor area, etc.): 5 buildings, total of approximately 733,882 SF

Developer: EastGroup Properties, LP

Mailing Address: 3495 Piedmont Road, Building 11, Suite 350

Address 2:

City: Atlanta State: GA Zip: 30305

Telephone: 4043012670

Email: john.coleman@eastgroup.net

Is property owner different from developer/applicant? ☐ (not selected) ☒ Yes ☐ No

If yes, property owner: Hobgood Family, LP

Is the proposed project entirely located within your local government's jurisdiction? ☐ (not selected) ☒ Yes ☐ No

If no, in what additional jurisdictions is the project located?

Is the current proposal a continuation or expansion of a previous DRI?

(not selected)

Yes

No

If yes, provide the following information:

Project Name:

Project ID:

The initial action being requested of the local government for this project:

☒ Rezoning

☐ Variance

☐ Sewer

☐ Water

☐ Permit

☐ Other

Is this project a phase or part of a larger overall project?

(not selected)

Yes

No

If yes, what percent of the overall project does this project/phase represent?

Estimated Project Completion

This project/phase: 2024

Dates: Overall project: 2024

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Developments of Regional Impact

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DRI #3628

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: Tyrone
Individual completing form: Katherine Crouch
Telephone: 770-487-4038
Email: planning@tyrone.org

Project Information

Name of Proposed Project: Highway 74 Business Tech Park
DRI ID Number: 3628
Developer/Applicant: EastGroup Properties, LP
Telephone: 4043012670
Email(s): john.coleman@eastgroup.net

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)
☐ (not selected) ☒ Yes ☐ No

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?
☐ (not selected) ☒ Yes ☐ No

If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at Build-Out: \$65,000,000 - \$75,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$700,000

Is the regional work force sufficient to fill the demand created by the proposed project?
☐ (not selected) ☒ Yes ☐ No

Will this development displace any existing uses?
☐ (not selected) ☐ Yes ☒ No

If yes, please describe (including number of units, square feet, etc):

Water Supply

Name of water supply provider for this site: Fayette County Water System

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?

0.009 MGD

Is sufficient water supply capacity available to serve the proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project? ☐ (not selected) ☐ Yes ☒ No

If yes, how much additional line (in miles) will be required?

Wastewater Disposal

Name of wastewater treatment provider for this site: Town of Tyrone

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?

0.009 MGD

Is sufficient wastewater treatment capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing wastewater treatment capacity: The Town currently has enough capacity to service this project although capacity is issued on a first-come, first-serve basis. The Town has limited wastewater capacity and is seeking additional GPD to meet future demands.

Is a sewer line extension required to serve this project? ☐ (not selected) ☒ Yes ☐ No

If yes, how much additional line (in miles) will be required? Sewer gravity lines exists across Jenkins Road roughly 100' away.

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)

1,212 Daily Trips, 114 AM peak hour trips, 116 PM peak hour trips.

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project? ☐ (not selected) ☒ Yes ☐ No

Are transportation improvements needed to serve this project? ☐ (not selected) ☒ Yes ☐ No

If yes, please describe below: Please refer to the traffic study prepared by Kimley-Horn and Associates

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?

672 Tons

Is sufficient landfill capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development? ☐ (not selected) ☐ Yes ☒ No

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be

58%

impervious surface once the proposed development has been constructed?

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Two wet extended detention ponds, designed per the Georgia Stormwater Management Manual, will be provided for water quality, channel protection, and detention. Identification of ephemeral, perennial, and intermittent channels/streams will take place with state and Town of Tyrone buffers applied accordingly.

Environmental Quality

Is the development located within, or likely to affect any of the following:

1. Water supply watersheds?

☐ (not selected) ☐ Yes ☒ No
2. Significant groundwater recharge areas?

☐ (not selected) ☒ Yes ☐ No
3. Wetlands?

☐ (not selected) ☒ Yes ☐ No
4. Protected mountains?

☐ (not selected) ☐ Yes ☒ No
5. Protected river corridors?

☐ (not selected) ☐ Yes ☒ No
6. Floodplains?

☐ (not selected) ☒ Yes ☐ No
7. Historic resources?

☐ (not selected) ☐ Yes ☒ No
8. Other environmentally sensitive resources?

☐ (not selected) ☐ Yes ☒ No

If you answered yes to any question above, describe how the identified resource(s) may be affected:
An on-site wetland area will be impacted. The impacts will be permitted with ISACE and mitigated as required. Floodplain areas will be identified and LOMA's applied for if necessary.

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Development of Regional Impact Assessment of Consistency with the Regional Transportation Plan

DRI INFORMATION

DRI Number #3628
DRI Title Highway 74 Business Tech Park
County Fayette County
City (if applicable) Town of Tyrone
Address / Location Northeast quadrant of the intersection of Joel Cowan Parkway (SR 74) at Jenkins Road

Proposed Development Type: It is proposed to develop a 738,882 SF Business Tech Park.

Build Out: 2024

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Aries Little
Copied Marquitrice Mangham
Date July 7, 2022

TRAFFIC STUDY

Prepared by Kimley Horn
Date June 6, 2022

REGIONAL TRANSPORTATION PLAN PROJECTS

01. Did the traffic analysis incorporate all projects contained in the current version of the fiscally constrained RTP which are within the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?

☒ YES *(provide the regional plan referenced and the page number of the traffic study where relevant projects are identified)*

The analysis referenced the I-85 at SR 74 interchange project (FS-AR-182) on page 17. This interchange is in Fairburn, Fulton County, and is the only interchange providing direct access to the Town of Tyrone in Fayette County.

☐ NO *(provide comments below)*

[Click here to provide comments.](#)

REGIONAL NETWORKS

02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☐ NO

☒ YES *(identify the roadways and existing/proposed access points)*

SR 74 is identified as a regional thoroughfare which Driveways A and B are adjacent to the thoroughfare.

03. Will the development site be directly served by any roadways identified as Regional Truck Routes?

A Regional Truck Route is a freeway, state route or other roadway which serves as a critical link for the movement of goods to, from and within the Region by connecting airports, intermodal/multimodal facilities, distribution and warehousing centers and manufacturing clusters with the rest of the state and nation. These facilities often serve a key mobility and access function for other users as well, including drivers, bicyclists, pedestrians and transit users. A Regional Truck Route's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Truck Routes serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Truck Route, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☐ NO

☒ YES (*identify the roadways and existing/proposed access points*)

SR 74 is identified as a regional truck route.

04. If the development site is within one mile of an existing rail service, provide information on accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE (*nearest station more than one mile away*)

☐ RAIL SERVICE WITHIN ONE MILE (*provide additional information below*)

Operator / Rail Line

Nearest Station

[Click here to enter name of operator and rail line](#)

Distance*

☐ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access*

☐ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (*accessing the site by walking is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

Bicycling Access*

☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☐ Low volume and/or low speed streets provide connectivity

☐ Route follows high volume and/or high speed streets

☐ Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)

Transit Connectivity

☐ Fixed route transit agency bus service available to rail station

☐ Private shuttle or circulator available to rail station

☐ No services available to rail station

☐ Not applicable (*accessing the site by transit is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

* Following the most direct feasible walking or bicycling route to the nearest point on the development site

05. If there is currently no rail transit service within one mile of the development site, is nearby rail service planned in the fiscally constrained RTP?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and expansion plans are being considered in the general vicinity of the development site, the agency should give consideration to how the site can be best served during the evaluation of alignments and station locations. Proactive negotiations with the development team and local government(s) are encouraged to determine whether right-of-way within the site should be identified and protected for potential future service. If direct service to the site is not feasible or cost effective, the transit agency and local government(s) are encouraged to ensure good walking and bicycling access accessibility is provided between the development and the future rail line. These improvements should be considered fundamental components of the overall transit expansion project, with improvements completed concurrent with or prior to the transit service being brought online.

- ☐ NOT APPLICABLE (rail service already exists)
- ☐ NOT APPLICABLE (accessing the site by transit is not consistent with the type of development proposed)
- ☒ NO (no plans exist to provide rail service in the general vicinity)
- ☐ YES (provide additional information on the timeframe of the expansion project below)
- ☐ CST planned within TIP period
- ☐ CST planned within first portion of long range period
- ☐ CST planned near end of plan horizon

[Click here to provide comments.](#)

06. If the development site is within one mile of fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the connection a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE (nearest bus, shuttle or circulator stop more than one mile away)

☐ SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) [Click here to enter name of operator\(s\).](#)

Bus Route(s) [Click here to enter bus route number\(s\).](#)

Distance* ☐ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access* ☐ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

[Click here to provide comments.](#)

Bicycling Access* ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☐ Low volume and/or low speed streets provide sufficient connectivity

☐ Route uses high volume and/or high speed streets

☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

* Following the most direct feasible walking or bicycling route to the nearest point on the development site

07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.

☒ NO

☐ YES

There are no transit agencies that provide service within the jurisdiction of the development site.

08. If the development site is within one mile of an existing multi-use path or trail, provide information on accessibility conditions.

Access between major developments and walking/bicycling facilities provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If connectivity with a regionally significant path or trail is available nearby, but walking or bicycling between the development site and those facilities is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE (nearest path or trail more than one mile away)

☐ YES (provide additional information below)

Name of facility

[Click here to provide name of facility.](#)

Distance

☐ Within or adjacent to development site (0.10 mile or less)

☐ 0.15 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access*

☐ Sidewalks and crosswalks provide connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

Bicycling Access*

☐ Dedicated lanes or cycle tracks provide connectivity

☐ Low volume and/or low speed streets provide connectivity

☐ Route uses high volume and/or high speed streets

☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

* Following the most direct feasible walking or bicycling route to the nearest point on the development site

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

09. Does the site plan provide for the construction of publicly accessible local road or drive aisle connections with adjacent parcels?

The ability for drivers and bus routes to move between developments without using the adjacent arterial or collector roadway networks can save time and reduce congestion. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☐ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☒ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ OTHER (Please explain)

10. Does the site plan enable pedestrians and bicyclists to move between destinations within the development site safely and conveniently?

The ability for walkers and bicyclists to move within the site safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Development site plans should incorporate well designed and direct sidewalk connections between all key destinations. To the extent practical, bicycle lanes or multiuse paths are encouraged for large acreage sites and where high volumes of bicyclists and pedestrians are possible.

- ☐ YES (sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network)
- ☐ PARTIAL (some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct)
- ☐ NO (walking and bicycling facilities within the site are limited or nonexistent)
- ☐ NOT APPLICABLE (the nature of the development does not lend itself to internal walking and bicycling trips)
- ☒ OTHER (It is proposed to add a 10' multi-use path along the eastside of the project site. Sidewalks will be provided from parking lot to building.)

11. Does the site plan provide the ability to construct publicly accessible bicycling and walking connections with adjacent parcels which may be redeveloped in the future?

The ability for walkers and bicyclists to move between developments safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☐ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☐ NO (the development site plan does not enable walking or bicycling to/from adjacent parcels)
- ☐ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- ☒ NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel walking and bicycling trips)

12. Does the site plan effectively manage truck movements and separate them, to the extent possible, from the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding road network?

The ability for delivery and service vehicles to efficiently enter and exit major developments is often key to their economic success. So is the ability of visitors and customers being able to move around safely and pleasantly within the site. To the extent practical, truck movements should be segregated by minimizing the number of conflict points with publicly accessible internal roadways, sidewalks, paths and other facilities.

- ☐ YES (truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)
- ☐ PARTIAL (while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)
- ☒ NO (one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)
- ☐ NOT APPLICABLE (the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)

If trucks enter to the site using Jenkins Road via Driveway C, then the truck will have to pass through the employee parking to reach the service courts.

RECOMMENDATIONS

13. Do the transportation network recommendations outlined in the traffic study appear to be feasible from a constructability standpoint?

- ☐ UNKNOWN *(additional study is necessary)*
- ☒ YES *(based on information made available through the review process; does not represent a thorough engineering / financial analysis)*
- ☐ NO *(see comments below)*

Click here to enter text.

14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?

- ☒ NO *(based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)*
- ☐ YES *(see comments below)*

Click here to enter text.

15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):

**HIGHWAY 74 BUSINESS TECH PARK DRI
City of Tyrone
Natural Resources Group Review Comments**

June 30, 2022

While ARC and the Metropolitan North Georgia Water Planning District have no regulatory or review authority over this project, the Natural Resources Group has identified City and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

Water Supply Watershed and Stream Buffer Protection

The proposed project property is located within the Whitewater Creek Water Supply Watershed which is a public water supply source for both the City of Fayetteville and Fayette County, and which is classified as a small (less than 100 square mile) water supply watershed. Under the Georgia Planning Act of 1989, all development in a small public water supply watershed is subject to the DNR Part 5 Water Supply Watershed Minimum Criteria (Chapter 391-3-16-.01, Criteria for Water Supply Watersheds) unless alternative criteria are developed and adopted by the jurisdiction according to the requirements of the Part 5 criteria and are then approved by Georgia EPD. The Part 5 criteria include an impervious limit of 25% impervious surface in the entire watershed and a 100-foot vegetative buffer and 150-foot impervious setback along all perennial streams within 7 miles upstream of a public water supply intake. Above the 7 miles, the minimum criteria halve the buffer and setback to 50 and 75 feet, respectively. The City of Tyrone has a water supply watershed protection ordinance specifically for the Line Creek and Flat Creek water supply watersheds. It does not appear to include Whitewater Creek. If Whitewater Creek is not covered under the City ordinance, the ordinance is amended and approved, as necessary, by Georgia EPD, or the Part 5 minimum criteria will apply.

Stream Buffers

The proposed project site plan shows no blue line streams on the property. The USGS coverage for the project area shows an unnamed tributary to Whitewater Creek ending in a pond at or near the eastern boundary of the property in the approximate area of the larger stormwater pond shown on the site plan. The precise location of the stream will need to be identified to definitively determine if any stream buffer requirements apply on this site. In addition to the Part 5 criteria listed above, the City of Tyrone stream buffer ordinance requires a 50-foot undisturbed buffer and a 75-foot impervious surface setback.

Any unmapped streams on the property may also be subject to the City's Stream Buffer Ordinance. Any unmapped streams as well as any other waters of the state on this property are also subject to the State 25-foot Sediment and Erosion Control Buffer.

Stormwater/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality.

During the planning phase, the stormwater management system (system) should meet the requirements of the local jurisdiction's post-construction (or post-development) stormwater management ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and enhance and promote the public health, safety and general welfare. The system design should also be in accordance with the applicable sections of the Georgia Stormwater Management Manual (www.georgiastormwater.com) such as design standards, calculations, formulas, and methods. Where possible, the project should use stormwater better site design practices included in the Georgia Stormwater Management Manual, Volume 2, Section 2.3.

During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements.

PROJECT INFORMATION		
ACREAGE:	TOTAL	60.90 AC
BUILDINGS :	BUILDING 100	123,120 S.F.
	BUILDING 200	102,600 S.F.
	BUILDING 300	164,862 S.F.
	BUILDING 400	178,200 S.F.
	BUILDING 500	170,100 S.F.
	TOTAL	738,882 S.F.
YIELD:	BUILDING COVER	27.9%
	IMPERVIOUS COVER	56.8%
	OPEN SPACE	43.2%
	DENSITY:	12,132.7 SF/ACRE
PAVEMENT:	REQUIRED PARKING SPACES	±554
	PARKING SPACES	±681
LOCATION:	STREET	JOEL COWAN PKWY
	JURISDICTION	TYRONE, GA
	DISTRICT	7
	LAND LOT	110 & 115
SERVICES:	SEWER DEMAND	9,250 GPD
	WATER DEMAND	9,250 GPD

DEVELOPER

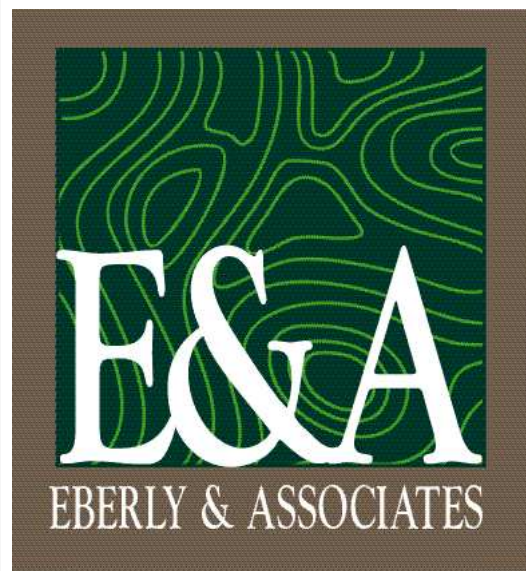
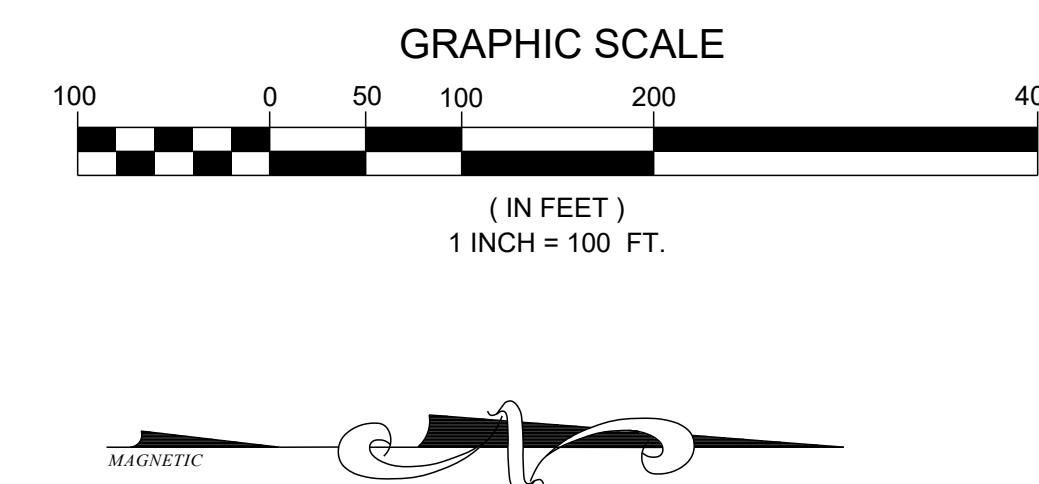
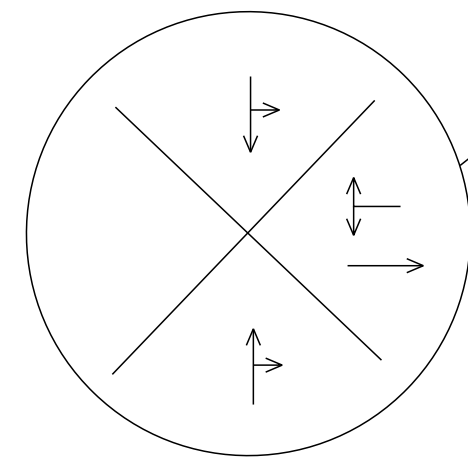
JOHN COLEMAN
EXECUTIVE VICE PRESIDENT
EASTGROUP PROPERTIES
3495 PIEDMONT ROAD NE
BUILDING 11, SUITE 350
ATLANTA, GA 30305
JOHN.COLEMAN@EASTGROUP.NET
(470) 230-3502

ENGINEER

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LAND PLANNING
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE

PROJECT: EASTGROUP - HIGHWAY 74
BUSINESS TECH PARK
LAND LOT 110 & 115
7TH DISTRICT
FAYETTE COUNTY, GEORGIA
STATE HIGHWAY 74

REVISIONS:

[illegible]

DRI #3628
HIGHWAY 74 BUSINESS
TECH PARK

SCALE:	1" = 100'
DATE:	05/24/2022
DRAWN BY:	FELU
PROJECT MANAGER:	WESLEY REED P.E.
QA/QC CHECK:	

PROJECT NO.

22-041

SHEET NO.

DRI

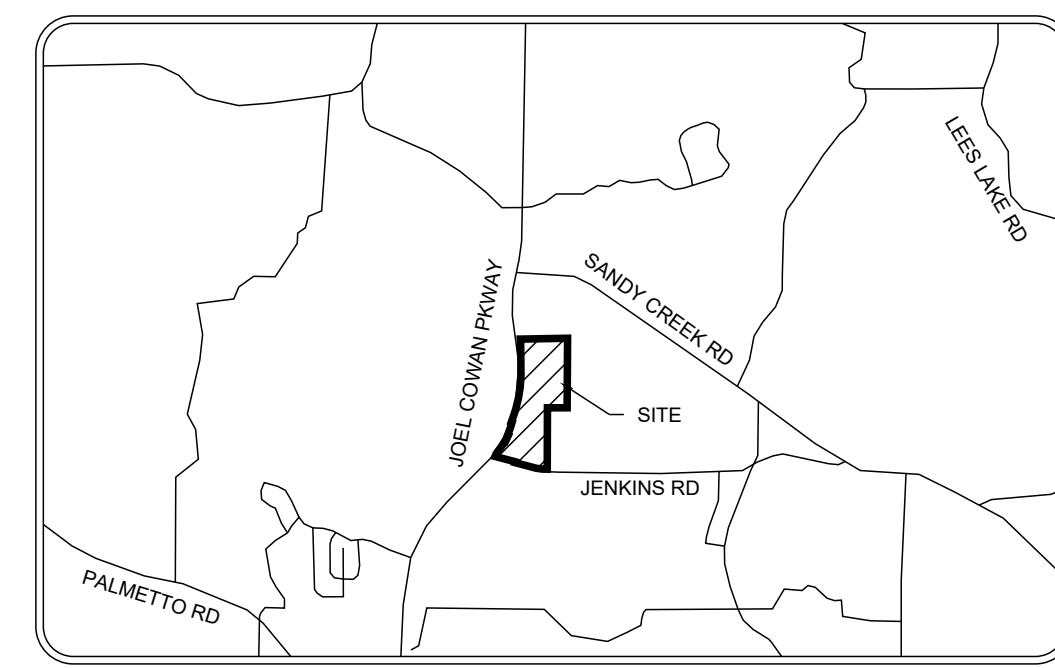
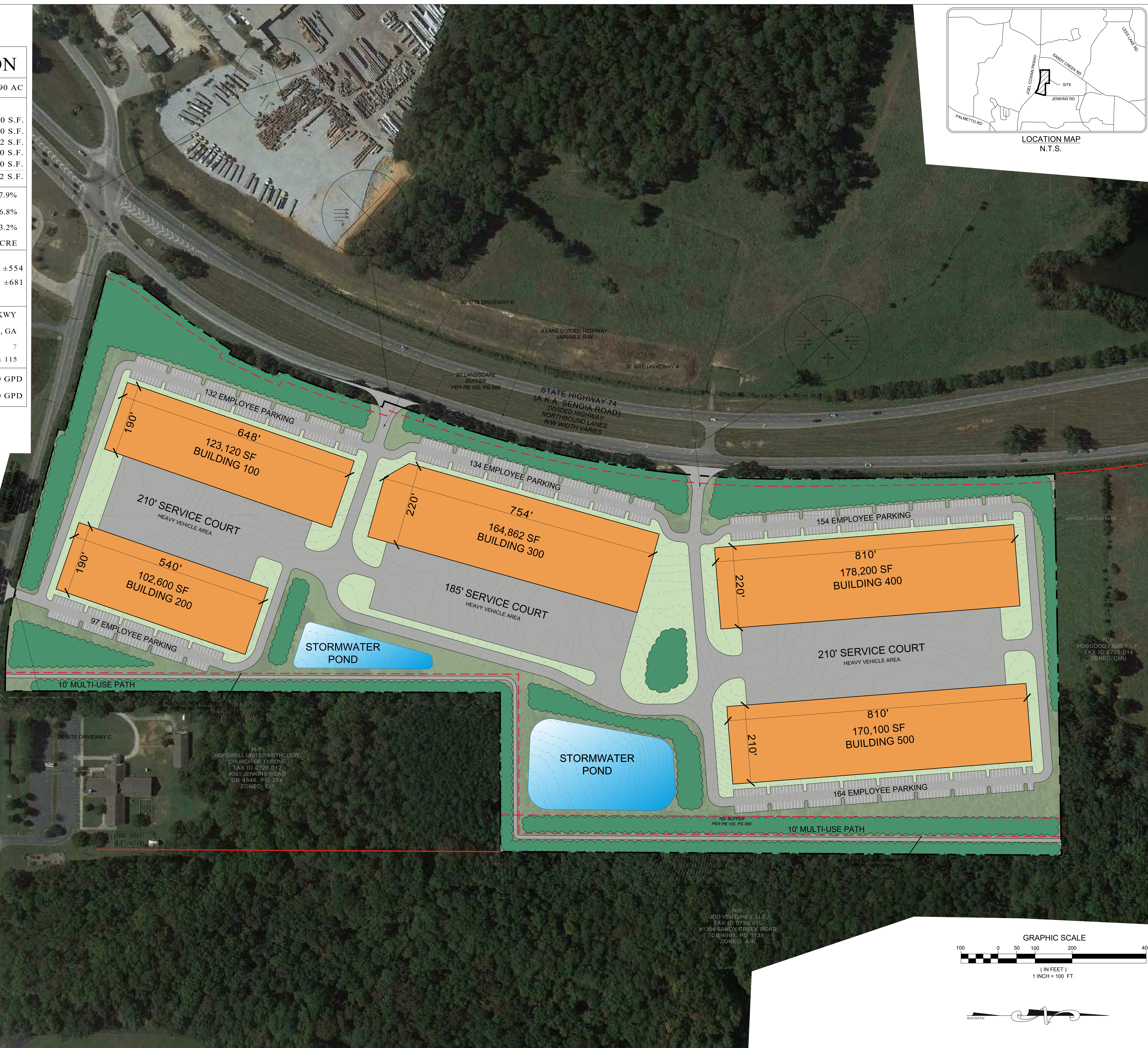
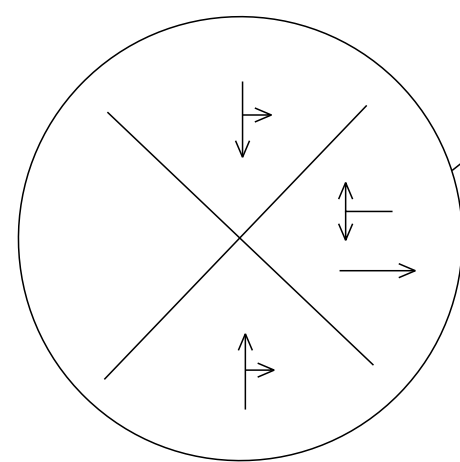
NOT ISSUED FOR
CONSTRUCTION

PROJECT INFORMATION		
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	BUILDING 200	102,600 S.F.
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▼
LAND PLANNING
▼
CIVIL ENGINEERING
▼
LANDSCAPE ARCHITECTURE

EASTGROUP - HIGHWAY 74
BUSINESS TECH PARK

LAND LOT 110 & 115
7TH DISTRICT
FAYETTE COUNTY, GEORGIA
STATE HIGHWAY 74

[illegible]

DRI #3628	SCALE:	0
HIGHWAY 74 BUSINESS	DATE:	
TECH PARK	DRAWN BY:	
	PROJECT MANAGER:	WESLEY P
	QA/QC CHECK:	

PROJECT NO.	22-041
SHEET NO.	DRI
NOT ISSUED FOR CONSTRUCTION	

Town of Tyrone
Planning Commission Meeting Minutes
July 28th, 2022
7:00 PM

Present:

Chairman, David Nebergall

Commission Member, Carl Schouw

Commission Member, Jeff Duncan

Town Attorney, Patrick Stough

Assistant Town Manager, Phillip Trocquet

Absent:

Vice-Chairman, Dia Hunter

Commission Member, Scott Bousquet

Call to Order:

Chairman Nebergall called the meeting to order at 7:00 pm. The meeting was also available via YouTube Live.

Approval of Agenda:

Commissioner Schouw made a motion to approve the agenda. Motion was seconded by Commissioner Duncan. Motion passed 3-0.

Approval of Minutes:

1. Commissioner Schouw made a motion to approve the minutes from July 14th, 2022 with conditions. Motion was seconded with conditions by Commissioner Duncan. Motion passed 3-0.

Public Hearing:

2. Consideration to hear a revision of a development plan as part of the Light Industrial (M1) Planned Industrial Park (PIP) overlay of parcel 0726-068 from applicant East Group Properties, LP on behalf of the owner, Hobgood Family, LP. **Phillip Trocquet, Community Development**

Mr. Trocquet noted that this plan had originally come before them in February of 2022, but it was withdrawn as there was a need for a DRI (Development of Regional Impact) study. The applicant did complete the DRI and also submitted a full traffic study from Kimley Horn. He said that applicant East Group Properties, L.P. had submitted a petition on behalf of the owner, Hobgood Family, L.P. for a revision of development plan rezoning petition for parcel 0725-014. This parcel was rezoned from O-I to M-1 (Light Industrial) PIP (Planned Industrial Park) with a specific development plan for movie media production studios and ancillary businesses in 2017. This property was also associated with DRI 2830 which reviewed both the studio development plan and mixed-use development plan for the 43 acre tract to the north. He said that the applicant's expressed intent was to revise the approved development plan for studios to a development plan for multi-flex light industrial buildings within a planned technology/business park environment. He said that the proposed development also showed the inclusion of a multi-use path along the rear property line for connectivity to northern subdivisions. The proposed development plan reflected 5 such buildings ranging from 102,600 s.f. to 178,200 s.f. He noted that a Development of Regional Impact analysis, traffic study, rough architectural examples, and visual line of site rendering was included with the development plan.

He continued that the current zoning was M-1 Planned Industrial Park (PIP) for movie studios, with the proposed zoning being M-1 PIP, but with a revised development plan for a business technology park. The existing zoning included Community Mixed use (CMU) to the North, C-1 to the South, E-I and AR to the East, and M-2 to the West. Current site improvements included abandoned homes, a barn, and agricultural implements.

He continued that the petition was generally consistent with the Town's Comprehensive Plan and Future Development strategy. The property was within the Community Gateway Character area which does promote the development of future medical, entertainment, and other emerging high-tech industries as well as business headquarters through high-quality architectural and landscaping standards that protect the scenic nature of the SR-74 corridor. The proposed development plan focused on incorporating such landscaping, berming, and screening elements listed in the comprehensive plan. Current architectural renderings do not reflect the Town's material requirement, but do highlight high architectural standards. If material requirements are adhered to, staff would consider such renderings to meet the standard of the Comprehensive Plan. The lower traffic count of this development compared with previous approvals reflected a lower-intensity transportation impact with fewer access points on SR-74. A cart path constructed to Town Standards had also been reflected in the development plan furthering the goals of the Town's multi-use connectivity goals in the Comp Plan.

He then read the zoning ordinance compatibility and impact assessment.

1. Will Zoning permit suitable uses with surrounding properties?

The proposed development plan suggests appropriate uses for SR-74 and the Community Gateway Character area and surrounding properties if appropriately screened, buffered, and constructed to the architectural guidelines listed in the ordinance.

2. Will Zoning adversely affect adjacent properties?

The proposed development plan has the potential to adversely affect adjacent properties from a traffic perspective, although a traffic study reflecting a lower impact from the previously approved zoning has been submitted. Comment from the Fayette County Board of Education has been acquired with no objection to the proposed development. Appropriate traffic and transportation improvements have been outlined by the Development of Regional Impact (DRI).

3. Does the property have reasonable economic use as currently zoned?

It is staff's determination that the property does have reasonable economic use under the current development plan.

4. Would the proposed zoning result in a use which will or could be excessively burdensome on existing infrastructure?

Given the traffic capacity of SR-74 and Jenkins Rd, it is staff's opinion that if no traffic improvements are constructed, the development could pose an excessive burden on road infrastructure. If the proposed traffic improvements listed in the DRI are implemented, this would address this issue. The proposed development suggests an average 9,250 GPD sewer and water usage which is not burdensome on the Town's existing sewer or water capacity. Stormwater facilities built to appropriate standards and regulated by a recorded maintenance agreement will be required to ensure feasible impact on the Town's preexisting stormwater infrastructure.

He said that staff determined this development plan revision to be generally consistent with the Town's Comp Plan and ordinance. If Planning Commission did choose to recommend approval, staff recommended the following conditions be considered:

1. Architectural and landscaping requirements listed in the development plan meet that of Sec. 113-191 (Quality Growth Development District Special Requirements) - specifically finish construction and perimeter berming requirements.
2. That all transportation improvement comments from GRTA's (Georgia Regional Transportation Authority) DRI determination and the DRI Transportation Analysis within the Town's limits be incorporated with GDOT approval.
3. Any proposed structures/impervious surface areas located within designated environmental buffer zones be prioritized for preservation or conservation come time for site plan and land disturbance approval of such areas.

Chairman Nebergall opened the public hearing for anyone wishing to speak in favor of the change.

Mr. Rick Lindsey approached the podium as a representative of the applicant. He said that they would agree to the three conditions that Mr. Trocquet outlined. He said that the property was owned by the Hobgood family, and that they were seeking a revision to the development plan, but that he does not believe that the current zoning restricting the property to movie studios would be a viable option for the property. He wanted to clarify that they were not asking for large warehousing or a distribution center. He noted that East Group Properties is a REIT (Real

Estate Investment Trust) and that they own their own properties. He listed a few of the Fortune 500 and Fortune 100 companies that East Group works with. Mr. Trocquet displayed photos of other East Group buildings on the screen. Mr. Lindsey said they would adhere to the Town's architectural standards and that they had submitted these photos to demonstrate the quality of buildings that they were planning. He said that they will pay special attention to landscaping and berming as well. He then referenced the GRTA study showing that there would be less traffic than the currently approved PIP plan. He also emphasized that the jobs created would be quality jobs and that the buildings would not be used as a distribution center. He said that they had met with the Fayette County School Board about the project, and that they were supportive of the project. He said that the proposed project fits with the Town's comprehensive plan and the ordinances that are in place.

Mr. John Coleman of East Group Properties then approached the podium. He wanted to note that he is stationed locally, so if there were any issues he could and would be on site quickly. He emphasized that they would be a long-term owner of the building and wanted to be partners with the Town. He said that they focus on the architecture and signage pretty heavily. He then pointed out the differences in their architectural style versus the typical warehouse architecture. He said that each building will also have electric vehicle charging stations. He said they have agreed to the GRTA conditions and that the level of service at the intersections that would be impacted would not experience a decreasing level of service.

He said that they would comply with all governmental regulations in regards to stream buffers and other environmental regulations. He said as soon as the project receives the appropriate permits, then they were planning to start building, most likely in two separate phases.

Mr. Ed Wyatt approached the podium. He said he represented the Hobgood family. He said that what was on the inside mattered more to him than what mattered on the outside, and that East Group properties was the perfect buyer for this property. He said that the Hobgood family still owned the 40 plus acres to the north of this property and would be proud to have the development as a neighbor.

Chairman Nebergall closed that portion of the public hearing and opened the public hearing for anyone wishing to speak in opposition to the project. No one spoke. Chairman Nebergall then closed that portion of the public hearing.

Commissioner Duncan asked about the buffer between this property and the property to the north. Mr. Trocquet said that the property to the north was technically a commercial zoning classification, and the buffer requirements were different than if it adjoined residential. There were still buffer and setback requirements, but that berms, plantings, etc, could be used to address. Those would be addressed during the site planning process. Commissioner Duncan asked about a cart path on the eastern side of the property. Mr. Trocquet said that the plat actually noted an easement, so there was a dedicated easement for a multi-use trail already on the property. Mr. Trocquet confirmed that the applicant would construct the multi-use path and it would most likely be constructed along with the phases of the project. He said that the Town's comprehensive plan put an emphasis on this type of connectivity as developments come to the HWY 74 corridor.

Commissioner Duncan brought up rain gardens. He said it was a natural area and would take up less space than a retention pond. He wanted the applicant to consider them.

Commissioner Schouw asked about the truck traffic. Mr. Trocquet said that the primary route for trucks would be a ride in-ride out via HWY 74. Mr. Trocquet said that there was a median cut at the center of the development that would be upgraded for that purpose. Chairman Nebergall said he was concerned about the increase in traffic in the area. Mr. Trocquet said that the main reason for preserving the median cut in that area was to prevent large trucks from turning left onto Jenkins Road and interfering with school traffic. Chairman Nebergall asked about potential road improvements to the surrounding intersections. Mr. Trocquet said a right-hand turn lane was recommended for Jenkins Road and that acceleration lanes would be recommended in other areas as well.

Chairman Nebergall reiterated his concern for traffic and trucks crossing that intersection. He then asked if there would be any connectivity between that land and the property to the north

once it was developed. Mr. Trocquet said that they would encourage inter-parcel connectivity. Mr. Trocquet also noted that the town was in regular communication with GDOT and would address any issues should they come up in the future.

Commissioner Bousquet asked in what order they were planning to construct the buildings. Mr. Coleman approached the podium and said that they were planning to build in two phases and would start with the two buildings fronting HWY 74.

Chairman Nebergall asked about the lake on the property. Mr. Trocquet said that it would be a staff requirement that any water detention or retention facility be maintained and function appropriately.

Commissioner Schouw made a motion to recommend approval. Seconded by Commissioner Duncan. Motion passed 3-0.

Staff Comments

No staff comments.

Commission Comments

No commission comments.

Adjournment

Meeting ended at 7:46pm.

Chairman David Nebergall

Phillip Trocquet, Asst. Town Manager



COUNCIL AGENDA ITEM COVER SHEET

Meeting Type: Council - Regular

Meeting Date: August 18, 2022

Agenda Item Type: Old Business

Staff Contact: Sandy Beach

STAFF REPORT

AGENDA ITEM:

Setting the 2022 Millage Rate

BACKGROUND:

Each year in August a millage rate must be set to calculate the Town of Tyrone's share of property taxes which are used for General Fund expenditures that year.

FUNDING:

The proposed 2.889 millage rate is estimated to provide revenue for approximately 15% of the budgeted General Fund expenses for the 2022/2023 fiscal year.

STAFF RECOMMENDATION:

Staff recommends that the Town of Tyrone maintain the 2.889 millage rate for the 15th year in a row.

ATTACHMENTS:

Property Taxes Press Release

Notice of Property Tax Increase Advertisement

Current 2022 Property Tax Digest and 5-Year History of Levy

Eighteen Year History of the Town of Tyrone's Millage Rate and Related Tax Information

PREVIOUS DISCUSSIONS:

Public Hearings: Aug 10, 2022, Aug 16, 2022, and Aug 18, 2022

FOR IMMEDIATE RELEASE

July 28, 2022

Town of Tyrone Proposes Increase in Property Taxes

The Mayor and Town Council of the Town of Tyrone, Georgia have announced today their intention to increase the collection of property taxes in 2022. This increase as compared to prior-year revenues is due to the need for a millage rate above the state-defined roll-back millage rate as calculated after the tax digest is prepared by the Fayette County Tax Assessors Office.

During budget preparation, the Town of Tyrone committed to maintaining its Maintenance & Operations (M&O) millage at a rate of 2.889 mills. As was the case last year, the assessed value of the new construction and existing real and personal properties within the town limits have increased, and a roll-back millage was calculated at 2.537 mills.

Georgia Law requires that a government rollback their millage rate to a number of mills that will produce the same number of dollars in property tax revenue from the prior year. The Town's millage has been at this rate for fifteen years, despite vast fluctuations in economic factors. The proposed increase in property tax revenue, year over year, amounts to \$235,109 or 15.99%. The total number of dollars anticipated to be collected in property tax for 2022 is \$1,705,890.

Before the Town Council can set a final millage rate at a council meeting on August 18, 2022 at 7:00 pm, the Department of Revenue requires that three public hearings be held to allow for the citizens to express their opinion on the potential increase. All concerned citizens are invited to the public hearings, which will be held at the Tyrone Municipal Complex, 950 Senoia Road, on the following dates and times.

Public Hearings for Town of Tyrone Property Tax Increase:

Wednesday, August 10, 2022 at 9:00 AM

Tuesday, August 16, 2022 at 5:00 PM

Thursday, August 18, 2022 at 6:30 PM

#

NOTICE OF PROPERTY TAX INCREASE

The Mayor and Council for the Town of Tyrone, Georgia have tentatively adopted a millage rate which will require an increase in property taxes by 15.99% percent in 2022.

All concerned citizens are invited to the public hearing on this tax increase to be held at the Tyrone Municipal Complex, 950 Senoia Road, Tyrone, Georgia 30290 on August 10, 2022 at 9:00 am.

The times and places of additional public hearings are at the Tyrone Municipal Complex, 950 Senoia Road, Tyrone, Georgia 30290 on August 16, 2022 at 5:00 pm, and August 18, 2022 at 6:30 pm. Final adoption will be held at the council meeting on August 18, 2022 at 7:00 pm.

This tentative increase will result in a millage rate of 2.889 mills, an increase of .352 mills. Without this tentative tax increase, the millage rate will be no more than 2.537 mills. The proposed tax increase for a home with a fair market value of \$375,000 is approximately \$52.09 and the proposed tax increase for non-homestead property with a fair market value of \$350,000 is approximately \$49.28.

CURRENT 2022 PROPERTY TAX DIGEST AND 5-YEAR HISTORY OF LEVY

TOWN OF TYRONE	2017	2018	2019	2020	2021	2022
REAL & PERSONAL	401,305,025	418,311,166	452,963,631	489,201,170	521,129,376	601,796,842
MOTOR VEHICLE	9,398,150	7,330,290	6,079,500	5,196,310	4,202,760	3,851,020
MOBILE HOMES	55,233	55,233	50,553	50,553	48,793	48,673
TIMBER - 100%	0	0	0	0	0	0
HEAVY DUTY EQUIPMENT	18,708	61,875	22,595	69,573	25,165	19,709
GROSS DIGEST	410,777,116	425,758,564	459,116,279	494,517,606	525,406,094	605,716,244
LESS M&O EXEMPTIONS	6,901,127	8,450,886	10,325,661	17,765,461	16,309,132	15,238,612
NET M&O DIGEST	403,875,989	417,307,678	448,790,618	476,752,145	509,096,962	590,477,632
GROSS M&O MILLAGE	5.532	5.739	5.647	5.700	5.619	5.426
LESS ROLLBACKS	2.643	2.850	2.758	2.811	2.730	2.537
NET M&O MILLAGE	2.889	2.889	2.889	2.889	2.889	2.889
NET TAXES LEVIED	1,166,798	1,205,602	1,296,556	1,377,337	1,470,781	1,705,890
NET TAXES \$ INCREASE	113,946	38,804	90,954	80,781	93,444	235,109
NET TAXES % INCREASE	10.82%	3.33%	7.54%	6.23%	6.78%	15.99%

Eighteen Year History

Town of Tyrone	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
REAL & PERSONAL	263,129,139	317,605,158	359,465,909	380,388,266	389,213,077	359,390,594	342,593,921	300,954,772	292,520,852	302,866,477	345,180,477	358,012,154	401,305,025	418,311,166	452,963,631	489,201,170	521,129,376	601,796,842
MOTOR VEHICLES	18,425,490	18,998,860	21,612,650	26,572,700	28,320,430	23,713,820	22,890,930	24,091,440	26,166,660	21,772,240	16,107,340	12,518,760	9,398,150	7,330,290	6,079,500	5,196,310	4,202,760	3,851,020
MOBILE HOMES	83,045	83,045	93,164	89,863	79,057	72,680	70,223	63,833	62,553	62,553	61,233	59,353	55,233	55,233	50,553	50,553	48,793	48,673
TIMBER - 100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HEAVY DUTY EQUIPMENT	44,814	217,211	328,534	105,428	6,923	0	0	3,055	34,074	36,756	22,716	20,786	18,708	61,875	22,595	69,573	25,165	19,709
GROSS DIGEST	281,682,488	336,904,274	381,500,257	407,156,257	417,619,487	383,177,094	365,555,074	325,113,100	318,878,438	324,738,026	361,371,766	370,611,053	410,777,116	425,758,564	459,116,279	494,517,606	525,406,094	605,716,244
LESS M&O EXEMPTIONS	3,876,838	4,868,066	6,031,957	6,890,139	7,265,574	8,180,427	9,515,989	8,407,210	5,192,403	6,126,703	7,152,458	6,176,400	6,901,127	8,450,886	10,325,661	17,765,461	16,309,132	15,238,612
NET M&O DIGEST	277,805,650	332,036,208	375,468,300	400,266,118	410,353,913	374,996,667	356,039,085	316,705,890	313,686,035	318,611,323	354,219,308	364,434,653	403,875,989	417,307,678	448,790,618	476,752,145	509,096,962	590,477,632
GROSS M&O MILLAGE	6.245	5.610	5.704	5.092	4.883	6.02	5.93	5.529	5.5	5.525	5.915	5.704	5.532	5.739	5.647	5.700	5.619	5.426
LESS ROLLBACKS	3.345	2.710	2.804	2.203	1.994	3.131	3.041	2.64	2.611	2.636	3.026	2.815	2.643	2.85	2.758	2.811	2.730	2.537
NET M&O MILLAGE	2.900	2.900	2.900	2.889	2.889	2.889	2.889	2.889	2.889	2.889	2.889	2.889	2.889	2.889	2.889	2.889	2.889	2.889
NET TAXES LEVIED	805,636	962,905	1,088,858	1,156,369	1,185,512	1,083,365	1,028,597	914,963	906,239	920,468	1,023,340	1,052,852	1,166,798	1,205,602	1,296,556	1,377,337	1,470,781	1,705,890
NET TAXES \$ INCREASE	137,485	157,269	125,953	67,511	29,143	(102,147)	(54,768)	(113,634)	(8,724)	14,229	102,872	29,512	113,946	38,804	90,954	80,781	93,444	235,109
NET TAXES % INCREASE	20.58%	19.52%	13.08%	6.20%	2.52%	-8.62%	-5.06%	-11.05%	-1.00%	1.80%	10.02%	2.88%	10.82%	3.33%	7.54%	6.23%	6.78%	15.99%
ACTUAL REVENUE COLLECTED:																		
REAL PERSONAL PROPERTY	750,004	902,019	1,001,591	1,051,617	1,127,505	1,024,935	973,099	841,008	835,362	865,960	969,665	1,015,332	1,119,122	1,170,181	1,256,801	1,355,619	1,453,383	
MOTOR VEHICLE TAX & TAVT	57,527	66,133	72,334	70,143	64,942	66,513	71,887	133,125	258,542	229,211	199,278	163,474	196,576	225,590	259,888	374,629	420,962	
	807,531	968,152	1,073,924	1,121,759	1,192,446	1,091,448	1,044,986	974,133	1,093,904	1,095,171	1,168,943	1,178,806	1,315,698	1,395,771	1,516,688	1,730,248	1,874,345	



COUNCIL AGENDA ITEM COVER SHEET

Meeting Type: Council - Regular

Meeting Date: August 18, 2022

Agenda Item Type: New Business

Staff Contact: Scott Langford

STAFF REPORT

AGENDA ITEM:

Consideration to Award the 2022 Sidewalk Repairs Millbrook Village, Dublin Downs, and Berry Hill project number PW-2022-10 to the A Abby Group.

BACKGROUND:

This project is part of the Town's continued effort to remove trip hazards from the Town's sidewalks. The project was advertised and bids were taken on July 20, 2022. The low bidder was A Abby Group at a base bid plus alternate price totaling \$42,435.31. This low bid was within the Public Works budget.

FUNDING:

GF

STAFF RECOMMENDATION:

Staff recommends Awarding the 2022 Sidewalk Repairs Millbrook Village, Dublin Downs, and Berry Hill, project number PW-2022-10, to the A Abby Group for the fee of \$42,435.31.

ATTACHMENTS:

See attached Bid Tabulation.

PREVIOUS DISCUSSIONS:

None



Bid tabulation for:
2022 SIDEWALK REPAIRS MILLBROOK VILLAGE, DUBLIN DOWNS, AND BERRY HILL
PROJECT NUMBER PW-2022-10 FOR THE TOWN OF TYRONE, GA

	BID DATE: July 20, 2022 @ 10 AM				Aabby		Piedmont Paving		Technoconcrete		Blount Construction	
ITEM #	ITEM DESCRIPTION		EST. QUANTITY	UNIT	UNIT PRICE	CALCULATED TOTAL PRICE	UNIT PRICE	CALCULATED TOTAL PRICE	UNIT PRICE	CALCULATED TOTAL PRICE	UNIT PRICE	CALCULATED TOTAL PRICE
	BASE BID											
	Acknowledged Addenda				N/A		N/A		N/A		N/A	
	Bid Bond (5%)				Yes		Yes		Yes		Yes	
1	Millbrook Village Repairs C101		1	LS	\$ 6,003.83	\$ 6,003.83	\$ 25,560.00	\$ 25,560.00	\$ 7,200.00	\$ 7,200.00	\$ 10,518.59	\$ 10,518.59
2	Dublin Downs Repairs C102		1	LS	\$ 9,165.94	\$ 9,165.94	\$ 27,770.00	\$ 27,770.00	\$ 11,100.00	\$ 11,100.00	\$ 11,673.90	\$ 11,673.90
3	Berry Hil Repairs C103		1	LS	\$ 5,265.54	\$ 5,265.54	\$ 21,550.00	\$ 21,550.00	\$ 6,800.00	\$ 6,800.00	\$ 3,398.15	\$ 3,398.15
4	Allowance for Contingency		1	LS	\$ 1,000.00	\$ 1,000.00	\$ 1,000.00	\$ 1,000.00	\$ 1,000.00	\$ 1,000.00	\$ 1,000.00	\$ 1,000.00
TOTAL BASE BID					\$ 21,435.31		\$ 75,880.00		\$ 26,100.00		\$ 26,590.64	
	BID Alternate 1											
1	Bid Aternate 1 - ADA Ramp and Markings C104		1	LS	\$ 21,000.00	\$ 21,000.00	\$ 44,185.00	\$ 44,185.00	\$ -	\$ 20,400.00	\$ -	\$ 24,211.57
TOTAL BASE BID & BID ALTERNATE 1					\$ 42,435.31		\$ 120,065.00		\$ 46,500.00		\$ 50,802.21	

Bids Received by: Scott Langford

Witnessed by: Sandy Beach

SL
SXB